

CA20N
DT.706
- 1994
T05

Governor
Publication

THE TRANSPORTATION TOMORROW SURVEY

1991 & 1986 TRAVEL SURVEY SUMMARIES FOR THE GREATER TORONTO AREA

FIFTH REPORT OF 1991 SERIES



University of Toronto
Joint Program in Transportation
Data Management Group



Presented to the
LIBRARY *of the*
UNIVERSITY OF TORONTO
by
JOINT PROGRAM
IN
TRANSPORTATION

1991 & 1986 TRAVEL SURVEY SUMMARIES FOR THE GREATER TORONTO AREA

Prepared for the
Toronto Area Transportation Planning
Data Collection Steering Committee

by the
Data Management Group
University of Toronto
Joint Program in Transportation
June 1994

Participating Agencies:

Ministry of Transportation, Ontario
Municipality of Metropolitan Toronto
Regional Municipalities of Durham, Halton, Hamilton-Wentworth, Peel and York
Toronto Transit Commission
GO Transit



ACKNOWLEDGMENTS

The Transportation Tomorrow Surveys were conducted by the Toronto Area Transportation Planning Data Collection Steering Committee (TATPDCSC) through the direction of its technical committee, the Transportation Research and Data Management Group (TRADMAG). The members of the Steering Committee, and consequently TRADMAG, are represented by the following nine agencies,

Ministry of Transportation, Ontario
Municipality of Metropolitan Toronto
Regional Municipality of Durham
Regional Municipality of Halton
Regional Municipality of Hamilton-Wentworth
Regional Municipality of Peel
Regional Municipality of York
Toronto Transit Commission
GO Transit

This report was prepared for the Steering Committee by the Data Management Group (DMG) at the University of Toronto, Joint Program in Transportation. The contributions of the above supporting agencies to the production of this report and to the ongoing work of the DMG are gratefully acknowledged.

FURTHER INFORMATION

The Transportation Tomorrow Surveys (TTS) are parts of an ongoing data collection program by the Toronto Area Transportation Planning Data Collection Steering Committee. Both the 1986 and 1991 survey data are currently under the care of the Data Management Group. This group is responsible for maintaining the TTS data bases and making available appropriate travel information for any urban transportation study in the area. Requests for information from the TTS, or enquiries related to the contents of this report should be directed to the address below. Additional copies of this report may also be obtained from this source at a cost of thirty dollars per copy.

Data Management Group
Joint Program in Transportation
University of Toronto
42 St. George Street
Toronto, Ontario
M5S 2E4
Tel: (416)978-7282
Fax: (416)978-3941

A list of other TTS publications and technical reports is included in the appendix of this report.

TABLE OF CONTENTS

INTRODUCTION	1	Planning District 12	38
Background	1	Planning District 13	40
Purpose of this Report	1	Planning District 14	42
THE TTS DATA	3	Planning District 15	44
Design and Conduct of the Surveys	3	Planning District 16	46
Information Collected	4	Regional Municipality of Durham	48
Sample Expansion Methods	5	Planning District 17: Township of Brock	50
Quality of the Data	6	Planning District 18: Township of Uxbridge	52
REPORT CONTENTS	7	Planning District 19: Township of Scugog	54
Overview	7	Planning District 20: Town of Pickering	56
Demographic Characteristics	7	Planning District 21: Town of Ajax	58
Travel Patterns	8	Planning District 22: Town of Whitby	60
Origin-Destination Trip Matrices	9	Planning District 23: City of Oshawa	62
AREA SUMMARIES	11	Planning District 24: Municipality of Clarington	64
Greater Toronto Area	13	Regional Municipality of York	66
Metropolitan Toronto	14	Planning District 25: Town of Georgina	68
Planning District 1	16	Planning District 26: Town of East Gwillimbury	70
Planning District 2	18	Planning District 27: Town of Newmarket	72
Planning District 3	20	Planning District 28: Town of Aurora	74
Planning District 4	22	Planning District 29: Town of Richmond Hill	76
Planning District 5	24	Planning District 30: Town of Whitchurch-Stouffville	78
Planning District 6	26	Planning District 31: Town of Markham	80
Planning District 7	28	Planning District 32: Township of King	82
Planning District 8	30	Planning District 33: City of Vaughan	84
Planning District 9	32	Regional Municipality of Peel	86
Planning District 10	34	Planning District 34: Town of Caledon	88
Planning District 11	36	Planning District 35: City of Brampton	90
		Planning District 36: City of Mississauga	92

Regional Municipality of Halton	94	6 Regional Municipalities : 1991 Survey Data	128
Planning District 37: Town of Halton Hills	96	24 Hour, All Purpose	128
Planning District 38: Town of Milton	98	AM Peak Period, All Purpose	128
Planning District 39: Town of Oakville	100	24 Hour, Work Purpose	129
Planning District 40: City of Burlington	102	AM Peak Period, Work Purpose	129
Regional Municipality of Hamilton-Wentworth	104	46 Planning Districts : 1986 Survey Data	130
Planning District 41: Town of Flamborough	106	24 Hour, All Purpose	130
Planning District 42: Town of Dundas	108	AM Peak Period, All Purpose	132
Planning District 43: Town of Ancaster	110	24 Hour, Work Purpose	134
Planning District 44: Township of Glanbrook	112	AM Peak Period, Work Purpose	136
Planning District 45: City of Stoney Creek	114	6 Regional Municipalities : 1986 Survey Data	138
Planning District 46: City of Hamilton	116	24 Hour, All Purpose	138
ORIGIN-DESTINATION TRIP MATRICES	119	AM Peak Period, All Purpose	138
46 Planning Districts : 1991 Survey Data	120	24 Hour, Work Purpose	139
24 Hour, All Purpose	120	AM Peak Period, Work Purpose	139
AM Peak Period, All Purpose	122	LIST OF PUBLICATIONS	141
24 Hour, Work Purpose	124		
AM Peak Period, Work Purpose	126		

INTRODUCTION

BACKGROUND

The Greater Toronto Area has been experiencing dramatic change over the last 20 years in the magnitude and character of people, jobs and urban activities, with a corresponding change in the demands placed on urban transportation. One of the most significant changes that has had an influence on the character of urban travel was a shift in the concentration of urban population and employment growth from Metropolitan Toronto to the surrounding regions. Cities such as Mississauga and Vaughan are now among the top Canadian cities in terms of population and economic growth. This growth not only affects where people live and work but, in fact, directly influences all aspects of travel demand in the GTA. For example, these changes influence how people travel, how often and when they travel.

Regular traffic counts taken during this period of growth show that travel in the GTA is increasing faster than population and inter-regional trips are the largest component of this growth. However, traffic counts do not provide information on the character of this change. A flexible work hour program, the relocation of manufacturing employment, and the change in female participation in the labour force are some of the factors that will influence the demand for travel. Demographic factors such as an aging population will increase in importance because of its influence on the mode of travel people choose and the purpose of their trips.

Proper transportation planning needs to address both the possible methods of alleviating congestion on existing transportation facilities and supporting future land-use objectives of the individual municipalities in the GTA. To respond effectively to the challenge of increasing travel demand and to forecast future transport needs properly, it is important to understand the characteristics and magnitude of today's urban travel. The Transportation Tomorrow Surveys (TTS) are parts of a comprehensive program to monitor and study travel in the GTA. The first TTS was conducted in 1986 and since that time TTS data has been the primary source of information for transportation planning in the GTA. Results from the 1986 survey have been used in a wide range of studies, including the Let's Move rapid transit expansion program, the Highway 401 expansion program and the development of Highway 407. The 1991 survey is an update of the 1986 survey data. It captures the travel condition in the GTA after five years of active change, with particular emphasis

on information in areas that experienced rapid population growth in the intervening five years. Together with the 1986 data, the 1991 survey provides a clear measure on the magnitude of travel demand and helps to identify how future changes in social and demographic factors will influence travel pattern. Because of the dynamic nature of the GTA, a transportation time series database, such as the Transportation Tomorrow Survey, is important to the understanding of today's travel demand and the proper planning for the needs of the future.

PURPOSE OF THIS REPORT

The purpose of this report is to summarize the Transportation Tomorrow Survey data according to geographic boundaries commonly used in transportation planning. The summary is presented in tabular and graphic form at three levels of details, namely, the entire Greater Toronto Area, each of the six Regional Municipalities and their respective Planning Districts. The information presented includes both socio-demographic and travel characteristics. In addition to presenting the magnitude of the trips coming into and leaving an area, the summary tables and figures also describe travel characteristics such as travel purpose, trip start time, travel distance and travel mode choices. Data from both the 1986 and 1991 surveys are presented in this report. Although the two surveys differ slightly in survey area and data collection method, the information in this report has been made compatible to present a true comparison between 1986 and 1991 conditions. The 1986 information is based on Version 3.1 of the 1986 TTS database and the 1991 information is based on Version 4.0 of the 1991 TTS database.

THE TTS DATA

DESIGN AND CONDUCT OF THE SURVEYS

1986 Survey

The 1986 Transportation Tomorrow Survey was conducted in the fall of 1986. The survey area covered the entire Greater Toronto Area (GTA). This area consists of Metropolitan Toronto and the Regional Municipalities of Durham, York, Peel, Halton and Hamilton-Wentworth.

A random sample of households in the study area was selected from Bell Canada's files containing information on residential subscribers. The Bell files contain the name, address and telephone number of households whose telephone number is listed in the telephone directory. Households with telephone numbers that are unlisted were not included in the sample but were found to be uniformly distributed throughout the study area with no obvious correlation with socioeconomic status. The target was to obtain information from a random sample of 5 percent of the households in the study area. The actual sampling rate in each Forward Sortation Area (defined by the first three characters of a postal code) was reviewed to ensure an even distribution of samples across the study area.

An advance letter was mailed to all households in the sample before the actual interview took place. The purpose was to introduce the survey, outline the survey process, and impress on the household the legitimacy and importance of information that would be collected in the interview.

Interviewers collected the information over the telephone for travel on the preceding day and recorded the data on coding forms. Subsequently the information collected during the interview was entered into a computerized data base. The location of the household and the location of all trip origins and destinations were recorded using a geographic referencing system or 'geocoding'.

1991 Survey

Similar to the 1986 survey, the 1991 survey was conducted in the fall and covered all six regions

in the Greater Toronto Area. Although data were collected in 1986 for GTA households making trips outside the GTA, no information was obtained on trips coming into the GTA from external households. To meet the planning needs of GTA communities near the outer boundary, the 1991 survey area was expanded to include a fringe area. The fringe was defined as a band of local municipalities immediately adjacent to the outer boundary of the survey area used in 1986.

A random sample of households in the study area was again selected from Bell Canada's files containing information on residential subscribers. As the primary objective of the 1991 survey was to update the 1986 data, particularly in areas where significant development had occurred since 1986, the 1991 survey adopted two sampling rates. That is, for areas which had experienced significant growth in population, the target sample rate was set at 4.5 percent while the remaining GTA areas were targeted at a 0.5 percent sample rate. Since the fringe area was not surveyed in 1986, its target sample rate was the same as high growth areas in the GTA at 4.5 percent.

Similar to the 1986 survey, an advance letter was mailed to all sample households before the actual interviews took place to explain the importance and nature of the survey. Data processing and control of the survey were, however, much improved from the 1986 survey. Information collected by interviewers over the telephone was recorded directly on computer files using a direct data entry program. As the information was entered, the program carried out spelling checks on street names, validation checks on transit route information and many other checks on the consistency of the information. The sample rates were monitored daily by sample control software to ensure even coverage of the study area during the survey period. The location of households, trip origins and destinations were again geocoded as was the new information on location of employment.

Detailed documentation on the planning and implementation of the two surveys is contained in two reports: 1986 TTS Report #1 [Design and Conduct of the Survey](#) and 1991 TTS Report #1, [Design and Conduct of the 1991 Survey](#).

INFORMATION COLLECTED

1986 Survey

The 1986 and the 1991 surveys collected similar demographic and travel information. Demographic data are for the household and each member of the household. Travel information is usually for the weekday just prior to the day of the interview. The 1986 data base may be summarized as follows:

Demographic Information

- Household characteristics
 - Dwelling unit type
 - Number of persons living in the household
 - Number of vehicles available for personal use
- Person characteristics
 - Age
 - Sex
 - Employment and student status
 - Possession of a driver's licence

Travel Information

- Nature of trip
 - Start time
 - Purpose of trip
 - Origin and destination point
- Means of travel
 - Travel mode
 - Detailed transit routings

A trip was defined as a one-way movement between two locations for a single purpose. For example, a trip may be made to work, to facilitate a passenger, or to return home. The 1986 survey collected trip information for all persons 6 years of age or older over a 24-hour period. To reflect travel activities on an average work day, only trips made on Monday to Friday were re-

corded. The survey results indicated an equal coverage of trips on each of the five weekdays. A walk or bicycle trip was recorded only if it was made to or from a place of work or school.

1991 Survey

In addition to the information collected in the 1986 survey, the 1991 survey also collected the following for each person in the household:

- Location of usual place of work
- Location of usual place of school
- Availability of free parking at usual place of work

There were also some changes in definitions and operating procedures between the 1986 and 1991 surveys. In the 1991 survey, no trip or school information was collected for persons under the age of 11. Raising the qualifying age from 6 to 11 was to alleviate some of the concerns parents might have about releasing information for young children and that age 11 is the minimum age at which any significant number of people used transit. All children between the ages of 6 and 11 were assumed to be full-time students.

Employment and student status (full time or part time) were recorded as separate data to allow for all combinations. The 1986 survey did not permit all combinations to be recorded.

The 1986 survey had included shopping, personal business and entertainment as different trip purposes. These were grouped under the 'other' trip purpose category in the 1991 survey along with a new category, 'to daycare centre'.

Similar to the 1986 survey, a walk trip was recorded only if it was made to or from a place of work or school. However, in 1991, all trips made on a bicycle were recorded instead of just trips to or from work or school as was the case in 1986.

A comprehensive description on the contents and structures of the two TTS databases is contained in two reports, 1986 technical report, [TTS Version 3 Data Guide](#) and 1991 TTS Report #3, [Version 4.0 Data Guide](#).

SAMPLE EXPANSION METHODS

1986 Survey

A total of just over 61,700 households were successfully interviewed in the 1986 survey. Based on the 1986 Census count of about 1,470,000 households in the Greater Toronto Area, this constitutes a 4.2 percent sample of all households.

To represent the total population in the Greater Toronto Area, each sample household record was given an expansion factor. The factors were defined as the ratio of the number of Census dwelling units to the number of surveyed household units in an "aggregation district". There were 191 aggregation districts defined for the GTA and each sample household in an aggregation district received the same expansion factor. The 191 aggregation districts were defined based on groupings of 1979 TARMS traffic zones. To ensure spatial consistency of the expansion factors, each aggregation district was defined so as to contain a minimum of 2,500 Census dwelling units. The number of Census dwelling units in an aggregation district was obtained from the 1986 Census information.

TTS Version 3 Data Guide provides a detailed description on the sample expansion procedure for the 1986 TTS data base.

1991 Survey

Approximately 22,300 households in the GTA and 2,200 households outside of the GTA were successfully interviewed during the survey. Based on the 1991 Census count of about 1,656,000 households in the GTA, the 1991 database constitutes a global 1.3 percent sample of all GTA households. As intended, the distribution of completed interviews was in accordance with the high and low growth area sample rates.

The expansion procedure was similar to that of the 1986 survey. Areas within the GTA were divided into 171 aggregation districts defined by groupings of 1989 GTA traffic zones. The districts were defined such that there would be a minimum of 50 household samples in each district while keeping high and low growth areas separated. Expansion factors were then defined as the ratio of 1991 Census dwelling units to the number of TTS household records in an aggregation

district. Households surveyed in the fringe area were grouped into 10 expansion zones and were given expansion factors based on the average successful sample rate of 4.4 percent.

Both the 1986 and the 1991 surveys were sampled based on Bell's residential billing files. Institutions such as retirement homes and reformatory were not part of the survey. As a result, while the expansion procedure ensures that TTS data represent total census dwelling units, population counts in TTS is usually less than that reported by census. The overall under-reporting of GTA population in 1986 and 1991 are 2.2 percent and 2.5 percent, respectively.

1991 TTS Report #3, Version 4.0 Data Guide, provides a comprehensive description on the sample expansion procedure.

QUALITY OF THE DATA

1986 Survey

Tests on the validity of the 1986 survey information using data from other sources are described and documented in 1986 TTS Report #2, [Data Validation](#). The validation exercise indicated that the 1986 data is reliable and representative. With respect to peak period trips, there are no significant differences between TTS results and other data sources such as Census, Labour Force Surveys and Cordon Count Programs. Therefore, the 1986 data can be used with reasonable confidence in transportation planning analyses that relate to peak period travel.

As noted in the Data Validation report, a discrepancy was noted as a result of the tendency for households to remember less about, and to therefore under-report short discretionary trips and off-peak trips. Part of the under-reporting is the result of using a single informant to report travel activities for the entire household. A detailed discussion of the topic is contained in the report, [Analysis of TTS Data Bias: Bias Due to the Use of Informants and Under-Reporting of Trips in Telephone Interview Surveys](#).

Since the publication of 1986 TTS Report #5, [Travel Survey Summary for the Greater Toronto Area](#), the survey data has been updated from Version 2.2 to Version 3.1. The changes are minor and do not affect summary totals at the planning districts level.

1991 Survey

The objectives of the 1991 survey was to update the 1986 data in order to provide information on areas that had undergone significant development and to provide global trends on trip patterns in the GTA. Consequently, the 1991 survey was conducted for a relatively small sample. Comparisons between TTS and other data sources, such as employment estimates and Cordon Count Programs, have shown that the 1991 data is reliable but only at the planning districts level and above. The data should therefore be used to identify global travel trends and not for detailed origin-destination analysis at the sub-planning districts level (e.g., traffic zones). Cross-sectional analysis such as trip rate, modal split, demographic influence on travel patterns can all be reliably studied on the 1991 data.

Comparisons between the 1986 and 1991 survey data indicated that significant changes in travel behaviour have occurred and these changes are not confined to high growth areas. Although the 1991 data provides a reasonably accurate description of general travel patterns, it contains too few records in the low growth areas to provide detailed origin to destination travel data. To address the needs for detailed analysis on travel movements, an experimental set of synthesized trip matrices was created. The general procedure was to use 1991 data for high growth areas and a combination of 1991 and factored 1986 data for low growth areas. The synthesized data, on the average, provides a better representation of detailed origin to destination travel movements in 1991 than the 1991 survey alone. The travel data presented in this report are based on the 1986 and 1991 survey results and do not include the synthesized information. For a documentation on the creation and use of the synthesized matrices, refer to the [1991 Synthesized Trip Matrices Version 1.0 Data Guide](#) or contact the Data Management Group at the University of Toronto.

REPORT CONTENTS

OVERVIEW

The data in this report are presented in two parts. The first part contains demographic characteristics and travel patterns. The information is presented by planning districts and summarized by regional municipalities and for the whole GTA. There are a total of 46 planning districts defined for the GTA, 16 within Metropolitan Toronto and 30 for the remaining areas. Other than for Metropolitan Toronto, all planning districts are defined by municipalities. The second part is a series of origin-destination trip matrices for different combinations of trip purpose and time period, summarized at the planning district and regional levels.

To reflect the fact that all numbers presented in this report are estimates based on expanded survey data, all numeric figures are rounded. Integer totals and sub-totals are rounded to the nearest 100 for 1986 and 500 for 1991 and all percentages are rounded to the nearest integer. To reduce the potential for erroneous results, no information is presented for categories that have less than 4 observations or survey records. These categories are denoted by an asterisk (*). Invalid survey responses are dealt with in two ways. The response is grouped under the "other" category if one is available (travel mode, for example). Otherwise, invalid responses are distributed proportionately (based on the valid responses) between the available categories.

Information from the 1986 survey is presented in green and information from the 1991 survey is presented in black. The following sections discuss in detail the content and definition of the categories in this report.

DEMOGRAPHIC CHARACTERISTICS

Demographic data are presented in two sections, those summarized by households and those summarized by persons. Information on household characteristics includes:

- Total number of households in the area, a number extracted directly from Statistics Canada

- Distribution of households in two categories, with an exclusive entrance (usually a house), or with a shared entrance (usually an apartment)
- Distribution of households by number of persons in residence at the time of the interview
- Distribution of households by number of vehicles available to the household for personal use
- A series of ratios that reflect the general characteristics of households in the area;
 - Persons: Total population divided by total number of households,
 - Workers: Total number of employees (full time, part time and work at home) divided by total number of households,
 - Drivers: Total number of persons in possession of a driver's licence divided by total number of households,
 - Vehicles: Total number of vehicles available for personal use divided by total number of households,
 - Trips/day: Total number of trips by persons of age 11 and above divided by total number of households.

Information on personal characteristics include:

- Total number of people in private residences in the area at the time of the interview
- Population by gender
- For each gender category, the percentage of persons in possession of a valid licence to drive and a distribution by employment status. Employment categories are full time employed, part time employed (less than 30 hours per week), work at home and full time students. Although the 1991 TTS also collected part time student status, this category was not available in the 1986 data
- Distribution by age cohort and the median age of the population. Median age is defined as that age at which 50 percent of the population is older and 50 percent of the population

is younger

- Number of daily trips per person calculated by dividing the total number of trips made by persons aged 11 and over by number of persons aged 11 and over.
- Daily work trips per worker calculated by dividing the total number of persons making at least one trip to work on the survey day divided by the total number of employed persons (full time, part time and work at home).

TRAVEL PATTERNS

Travel characteristics are described in two categories, trip purpose and mode of travel. For each category, the information is summarized by trips that were made by residents living in the area and for trips that ended in the area. Trips made by residents of an area is a measure of mobility and thus include all trips independent of the location of either trip end. The number of trips made to an area is a measure of the area's attractiveness and therefore includes trips made by both residents and nonresidents of the area.

The time periods dealt with are the 24-hour period and a 3-hour morning peak period. The morning peak period has been chosen to minimize the number of non-work trips that are included in the summary. In general, the composition of the morning peak is dominated by trips to work and school. Although the period chosen for the morning peak is indicated as being 6 to 9 a.m., the data actually included in this period are for trips that started between 6:00 a.m. to 8:59 a.m. The reason for excluding trips starting at exactly 9:00 was that respondents tend to round off the times they reported to the nearest quarter or half hour. If data for both 6:00 a.m. and 9:00 a.m. were included the actual number of morning peak period trips would be over represented.

Although the 1991 survey contains information about trips coming into the GTA from external households, to be consistent with the 1986 survey data, these trips are not included in the tables.

Trip Purpose

For trips that were made by residents of an area, the home location is the link between the

commuter and the area of interest. Consequently, the trip purpose categories for resident trips are defined as:

- Home to work and work to home (home-based work, HB-W) trips
- Home to school and school to home (home-based school, HB-S) trips
- All other home-based (home-based discretionary, HB-D) trips
- All trips where neither trip end is the home (non-home-based, N-HB).

The magnitude of the trips made to an area gives an indication of the attraction of land use in the area. Hence, notwithstanding the origin of the trip, the destination purposes are defined as:

- Work, including the first trip of the day to work
- School, including the first trip of the day to school
- Home bound
- Other or discretionary trips such as for shopping, entertainment, etc.

Mode of Travel

The travel mode categories are:

- Automobile driver
- Automobile passenger
- Local transit, which includes any form of bus, streetcar or subway
- GO Train
- Walk and bicycle
- Other, which includes motorcycles, taxi, school bus and other modes.

If a trip uses more than one mode category, the dominant classification would be GO Train, followed by local transit.

Please be reminded that all bicycle trips were reported in 1991 whereas only those trips made for work or school were reported in 1986.

Trips Made by Residents of an Area

In addition to the travel information by trip purpose and travel mode, the summary tables also

include statistics on the percentage of internal trips and mean trip lengths.

The percentage of trips made entirely within an area by residents of the same area is a measure of the degree of self-containment for the area of interest. The percentages are for the 24-hour period and the 3-hour morning peak period.

Mean trip lengths are calculated by dividing the total distance travelled by the total number of trips. Distance travelled is defined as the straight line distance between origin and destination points. Coordinates for the location of trip ends outside the GTA are approximations only; therefore, trips which have one or both end-points outside the GTA are excluded in the trip length calculation. The figures presented are by travel modes for the 24-hour period.

Work Trip Distribution

The distribution of work trips by origin, destination and travel mode is presented graphically on the opposite page to the summary tables. The work trips are for a 24-hour period and include only the first trip of the day to work for each person. The travel modes are auto (includes automobile driver, automobile and taxi passenger) and transit (includes all forms of local and inter-regional services). The bar charts are divided into three categories:

- Origin of work trips destined for the area, which is a plot that illustrates the distribution of origin locations (i.e., where the commuter lives) for destination locations within the area of interest
- Destination of work trips originating in the area, which is a plot that illustrates the distribution of work trip destinations for residents of the area.
- Work trips within the area, which represents the work trips by residents of the same area that remain in the same area.

The height of the bars is scaled to the respective number of trips. Transit trips are presented in shaded colour and auto trips in solid colour. The combined height of the transit and auto bars indicates the total number of trips. The numbers below the bars are the planning district numbers. Please note that the vertical scale for the bar charts varies between pages.

ORIGIN-DESTINATION TRIP MATRICES

The origin-destination trip matrices are presented separately for the 1986 and 1991 TTS data. The matrices include all travel modes and cover both the 24-hour and the 3-hour morning peak periods. The matrices representing all trip purposes include all trip records in the database. The trip matrices representing work purpose are more specifically work-linkage matrices. The matrices include only the first trip of the day to work for each person. Furthermore, the origin of the trip is taken to be the commuter's zone of residence rather than the actual trip origin as recorded in the survey. This definition is similar to the Place-Of-Work (POW) information from Statistics Canada.

Trips made to or from areas outside of the GTA are excluded from the tables. Therefore, the totals and subtotals are less than those presented in the summary pages by planning district or region.

No information is presented for origin-destination pairs that have less than 4 observations or survey records. All numbers in the matrices are rounded to the nearest 100 trips for 1986 and 500 trips for 1991. The more restrictive round-off for 1991 data reflects its lower sampling rate, thus, less precision. An empty cell, therefore, indicates that the expanded number of trips was less than 50 or 250 for 1986 and 1991 respectively. All empty cells in the matrices are shown as an asterisk (*) to allow the table to be read more clearly.

AREA SUMMARIES

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 1,656,000
1,466,000

Dwelling Type	House:	66%	Other:	34%	34%
		66%		34%	
Household Size (persons)	1	2	3	4	5+
	20%	31%	18%	19%	12%
	19%	31%	19%	20%	11%
No. of Available Vehicles	0	1	2	3	4+
	14%	41%	35%	7%	2%
	15%	43%	33%	7%	3%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.8	1.4	1.8	1.4	6.0
	2.8	1.5	1.7	1.4	5.6

TOTAL POPULATION: 4,570,000
4,062,900

		Employment Status					
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	2,250,000	70%	49%	3%	3%	21%	
	1,995,900	70%	56%	2%	1%	22%	
Female	2,319,500	57%	34%	8%	2%	19%	
	2,066,800	55%	36%	8%	2%	21%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	32.8	15%	6%	14%	36%	18%	10%
	31.3	14%	7%	17%	34%	19%	9%
Daily trips/Person (age 11+):		2.5		Daily work trips/Worker:		0.79	
		2.4				0.77	

TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of the GTA

Time Period	Trips	% of 24 hr	HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	2,217,000 1,927,700	22.4 23.5	58% 64%	21% 19%	14% 12%	7% 6%
24 hours	9,890,500 8,213,700		34% 38%	11% 13%	39% 35%	15% 14%

Percentage of trips made within district: 6-9 a.m. = 99% 24 hours = 98%
98% 98%

Trips Made to the GTA

Time Period	Trips	% of 24 hr	Work	School	Home	Other
6 - 9 a.m.	2,190,000 1,899,300	22.4 23.4	62% 68%	22% 19%	3% 3%	14% 11%
24 hours	9,789,500 8,116,300		19% 21%	6% 7%	42% 43%	33% 29%

MODE OF TRAVEL

Trips Made by Residents of the GTA

Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	2,217,000 1,927,700	58% 57%	11% 10%	17% 21%	2% 1%	9% 9%	4% 3%
24 hours	9,890,500 8,213,700	62% 60%	15% 14%	13% 16%	1% 1%	7% 7%	2% 2%
Mean Trip Length (kilometres)		9.5 9.4	7.9 8.0	7.8 7.9	29.6 29.1		

Trips Made to the GTA

Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	2,190,000 1,899,300	58% 56%	11% 10%	17% 21%	2% 1%	9% 9%	4% 3%
24 hours	9,789,500 8,116,300	62% 60%	15% 14%	13% 16%	1% 1%	7% 7%	2% 2%

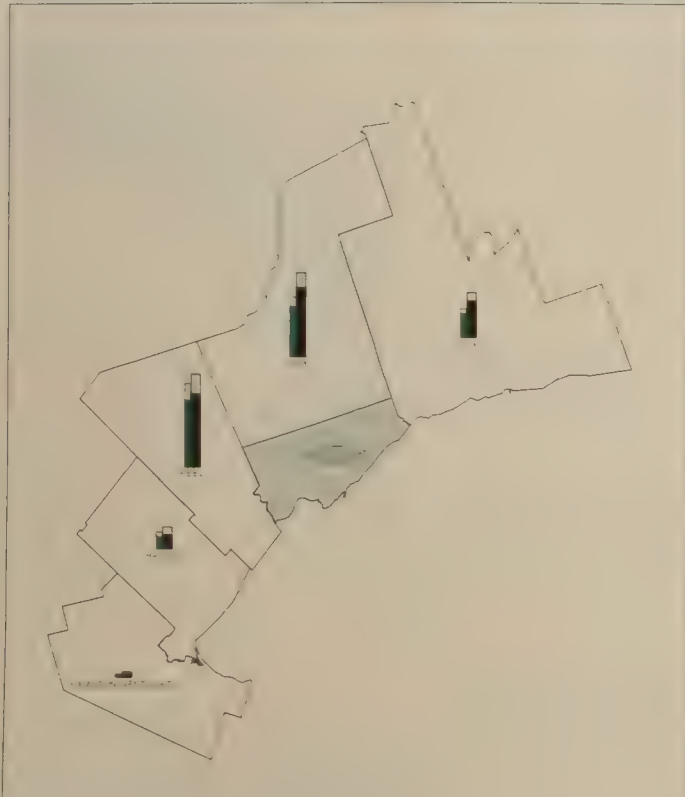


MUNICIPALITY OF METROPOLITAN TORONTO

24 - HOUR WORK TRIPS

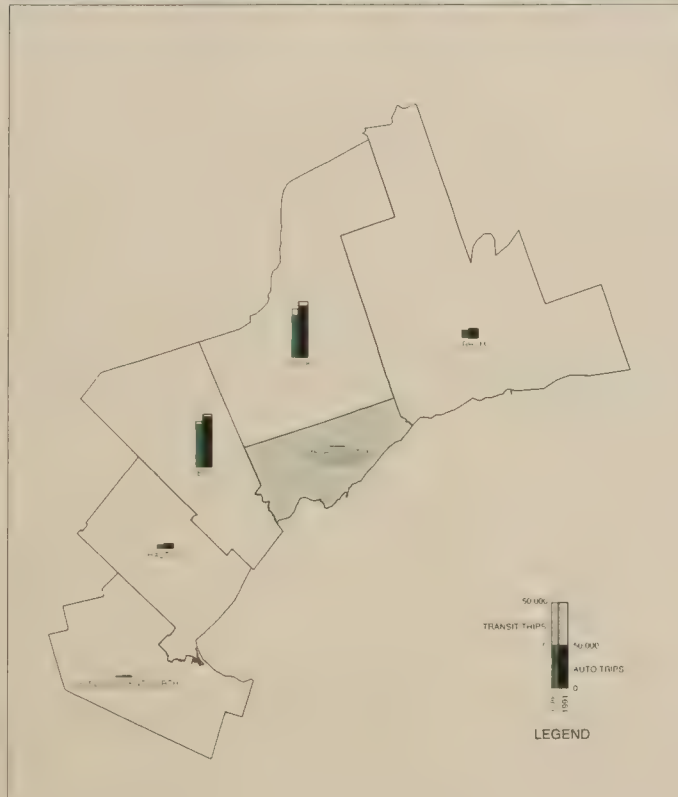
14

ORIGINS OF WORK TRIPS DESTINED FOR METROPOLITAN TORONTO



WORK TRIPS
WITHIN THE
REGION

DESTINATIONS OF WORK TRIPS ORIGINATING IN METROPOLITAN TORONTO



MUNICIPALITY OF METROPOLITAN TORONTO

15

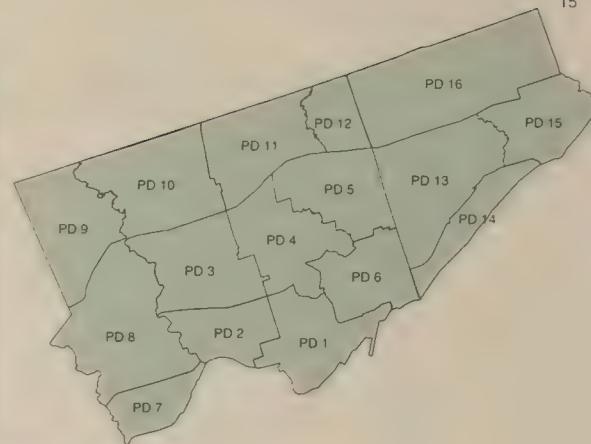
DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 864,500
820,700

Dwelling Type	House: 54% 56%		Other: 46% 44%		
Household Size (persons)	1	2	3	4	5+
	26% 24%	32% 32%	17% 18%	15% 16%	10% 10%
No. of Available Vehicles	0	1	2	3	4+
	21% 21%	47% 47%	25% 25%	5% 5%	1% 2%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.6	1.3	1.6	1.2	5.4
	2.6	1.5	1.6	1.2	5.1

TOTAL POPULATION: 2,214,000
2,134,700

		Employment Status					
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	1 083 000	70%	49%	3%	3%	20%	
	1,043,000	70%	57%	2%	1%	21%	
Female	1,131,000	53%	36%	7%	2%	18%	
	1,091,800	51%	40%	7%	2%	19%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	33.8	12%	5%	15%	36%	19%	12%
	32.1	12%	6%	18%	34%	20%	10%
Daily trips/Person (age 11+):		2.4	Daily work tns/Worker:				0.80
		2.2					0.78



TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Metropolitan Toronto

Time Period	Trips	% of 24 hr	HB-W	HB-S	HB-D	N-HB
6-9 a.m.	1,048,000	22.5	60%	20%	13%	7%
	1,017,500	24.4	67%	18%	10%	5%
24 hours	4,668,500		35%	11%	38%	15%
	4,162,800		41%	13%	33%	14%

Percentage of trips made within district 6-9 a.m. = 87% 24 hours = 87%
-3% 88%

Trips Made to Metropolitan Toronto

Time Period	Trips	% of 24 hr	Work	School	Home	Other
6-9 a.m.	1,195,000	24.3	66%	19%	2%	13%
	1,119,400	25.9	71%	18%	2%	10%
24 hours	4,909,000		22%	6%	40%	31%
	4,315,100		24%	7%	42%	28%

MODE OF TRAVEL

Trips Made by Residents of Metropolitan Toronto

Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6-9 a.m.	1,048,000	50%	10%	28%	1%	10%	1%
	1,017,500	49%	9%	32%	1%	9%	1%
24 hours	4,668,500	54%	14%	22%	1%	8%	1%
	4,162,800	53%	13%	25%	0%	7%	1%
Mean Trip Length (kilometres)		8.1	6.7	7.3	17.7		
		8.2	7.2	7.4	19.1		

Trips Made to Metropolitan Toronto

Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6-9 a.m.	1,195,000	51%	10%	26%	4%	8%	1%
	1,119,400	49%	9%	31%	2%	8%	1%
24 hours	4,909,000	55%	14%	22%	1%	7%	1%
	4,315,100	54%	12%	25%	1%	7%	1%

LEGEND

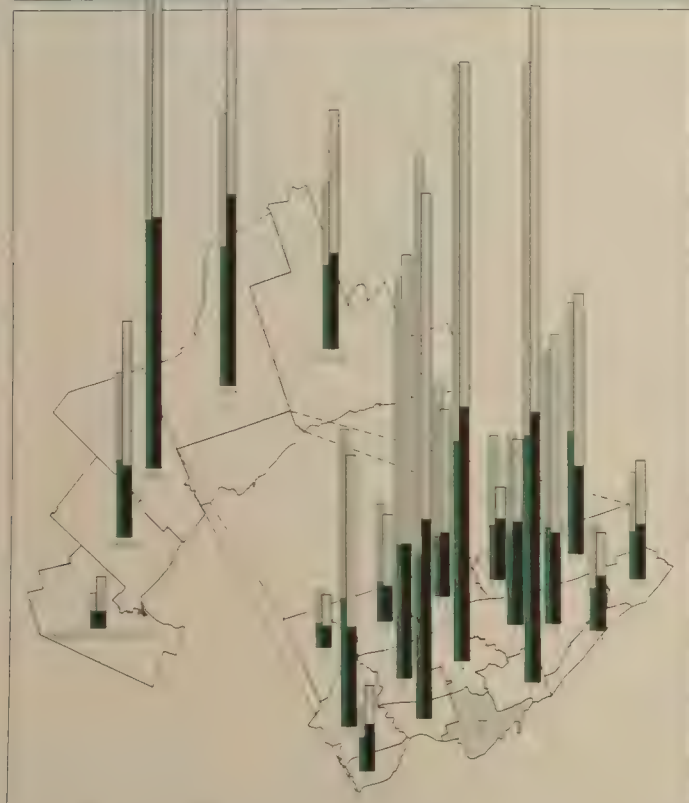
1991 TTS
1986 TTS



PLANNING DISTRICT 1

24 - HOUR WORK TRIPS

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 1



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 1



17

TOTAL NUMBER OF HOUSEHOLDS: 70,500
64,300

Dwelling Type	House:	16%	24%	Other:	84%	76%
Household Size (persons)	1	2	3	4	5+	
	46%	35%	11%	5%	3%	
	46%	33%	11%	6%	4%	
No. of Available Vehicles	0	1	2	3	4+	
	51%	40%	8%	1%	0%	
	47%	43%	9%	1%	0%	
Household Averages	<u>Persons</u>	<u>Workers</u>	<u>Drivers</u>	<u>Vehicles</u>	<u>Tnps/Day</u>	
	1.8	1.1	1.2	0.6	4.0	
	1.9	1.2	1.1	0.7	3.7	

TOTAL POPULATION: 130,500
122,000

		Employment Status					
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	68,000	69%	54%	3%	3%	17%	
	62,200	69%	63%	3%	2%	16%	
Female	62,500	55%	44%	9%	3%	16%	
	59 800	51%	48%	6%	3%	17%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	33.3	8%	2%	16%	47%	17%	9%
	30.7	8%	3%	20%	45%	16%	8%
Daily trips/Person (age 11+):			2.3	Daily work hrs/Worker:			0.80
			2.1				0.76



TRIP PURPOSE

Trips Made by Residents of Planning District 1

Time Period	Trips	% of 24 hr	Trip Purpose Category			
			HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	57,000	20.4	75%	14%	8%	3%
	54,300	23.0	74%	15%	8%	3%
24 hours	278,500		42%	12%	32%	14%
	236,100		47%	11%	28%	14%

Percentage of trips made within district: 6-9 a.m. = 58% 24 hours = 56%
56% 55%

Trips Made to Planning District 1

Time Period	Trips	% of 24 hr	Destination Purpose			
			Work	School	Home	Other
6 - 9 a.m.	337,000	41.5	83%	10%	0%	7%
	316,400	44.4	85%	9%	0%	6%
24 hours	811,500		45%	8%	15%	32%
	712,000		48%	7%	14%	30%

MODE OF TRAVEL

Trips Made by Residents of Planning District 1

Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	57,000 54,300	27% 29%	4% 4%	38% 41%	1% 0%	28% 28%	2% 0%
24 hours	278,500 236,100	31% 34%	7% 8%	32% 36%	1% 0%	26% 26%	3% 0%
Mean Trip Length: (kilometres)		8.9 8.3	6.7 6.1	4.7 4.8	28.0 32.2		

Trips Made to Planning District 1

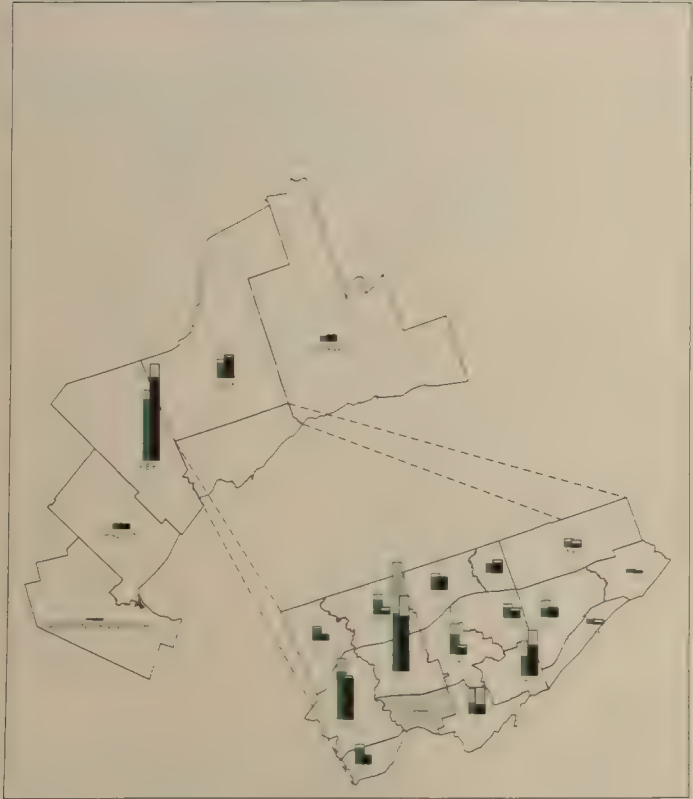
Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Wax & Cycle	Other
6 - 9 a.m.	337,000 316,400	29% 29%	7% 7%	45% 51%	13% 8%	6% 1%	0% 1%
24 hours	811,500 712,000	33% 35%	8% 9%	39% 44%	6% 4%	1% 1%	2% 1%



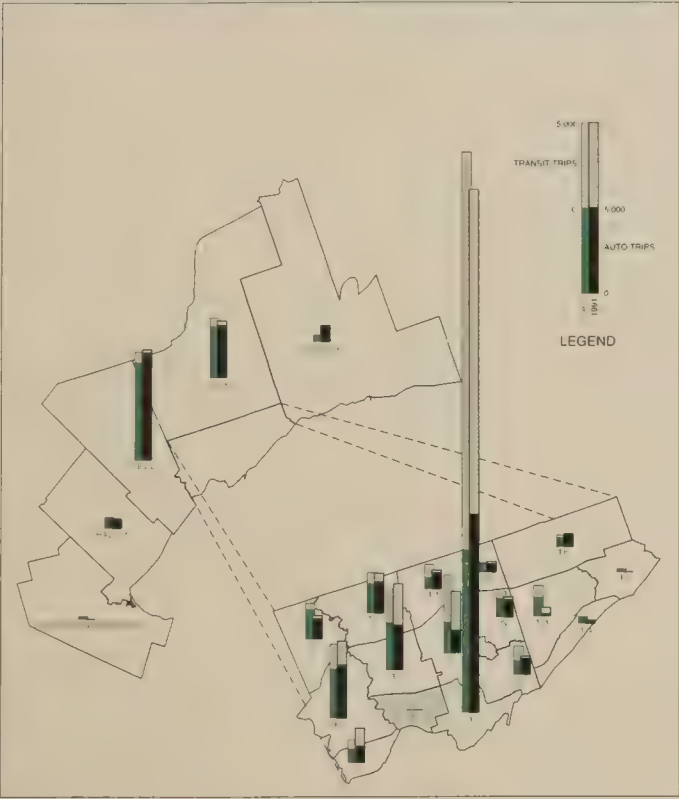
PLANNING DISTRICT 2

24 - HOUR WORK TRIPS

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 2



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 2



PLANNING DISTRICT 2

MUNICIPALITY OF METROPOLITAN TORONTO

19

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 77,800
73,500

Dwelling Type	House: 62% 59%	Other: 38% 41%			
Household Size (persons)	1 28% 29%	2 28% 30%	3 18% 16%	4 16% 14%	5+ 10% 11%
No. of Available Vehicles	0 28% 32%	1 49% 48%	2 20% 16%	3 3% 3%	4+ * 1%
Household Averages	Persons 2.6 2.6	Workers 1.4 1.5	Drivers 1.4 1.3	Vehicles 1.0 0.9	Trips/Day 4.9 4.4

TOTAL POPULATION: 201,000
188,000

		Employment Status					
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	99,000 94,400	66% 64%	48% 57%	4% 2%	3% 1%	18% 19%	
Female	102,000 93,600	45% 40%	37% 42%	8% 6%	2% 1%	17% 18%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	31.5 30.6	13% 12%	5% 5%	13% 19%	42% 37%	17% 16%	9% 10%
Daily tps/Person (age 11+):		2.2 2.0	Daily work tps/Worker: 0.79 0.79				



TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Planning District 2

Time Period	Trips	% of 24 hr	Trip Purpose Category			
			HB-W	HB-S	HB-D	N-HB
6-9 a.m.	81,500 83,500	21.4 25.6	66% 71%	21% 17%	10% 8%	3% 4%
24 hours	381,000 325,700		40% 47%	12% 14%	34% 27%	14% 12%

Percentage of tps made within district: 6-9 a.m. = 21% 24 hours = 26%
19% 23%

Trips Made to Planning District 2

Time Period	Trips	% of 24 hr	Work	School	Home	Other
6-9 a.m.	47,500 45,100	15.5 17.4	51% 58%	28% 27%	3% 3%	18% 12%
24 hours	305,500 258,900		12% 15%	5% 7%	53% 55%	29% 23%

MODE OF TRAVEL

Trips Made by Residents of Planning District 2

Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6-9 a.m.	81,500 83,500	39% 36%	7% 8%	42% 44%	* *	12% 11%	1% 1%
24 hours	381,000 325,700	43% 40%	10% 10%	34% 38%	0% 0%	10% 10%	1% 1%
Mean Trip Length: (kilometres)		8.0 8.7	7.5 7.6	5.4 5.7	27.7 32.1		

Trips Made to Planning District 2

Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6-9 a.m.	47,500 45,100	43% 43%	10% 7%	30% 32%	* 0%	15% 17%	2% 1%
24 hours	305,500 258,900	46% 43%	12% 11%	30% 34%	* 0%	11% 11%	1% 1%

LEGEND

1991 TTS
1992 TTS



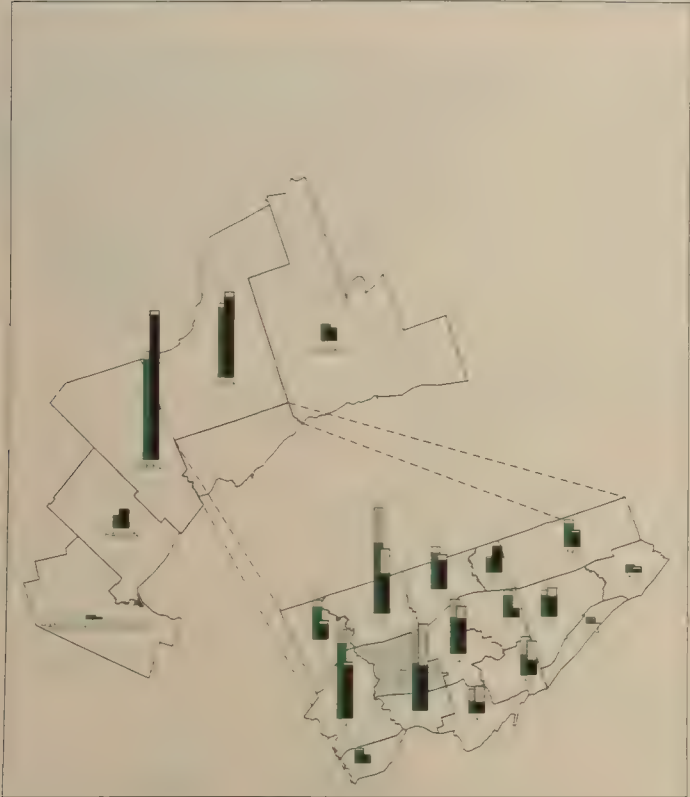
TRANSPORTATION
TOMORROW

University of Toronto
Joint Program in Transportation
Data Management Group

PLANNING DISTRICT 3

24 - HOUR WORK TRIPS

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 3



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 3



PLANNING DISTRICT 3

MUNICIPALITY OF METROPOLITAN TORONTO

21

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 84,900
81,000

Dwelling Type	House: 52% 58%		Other: 48% 42%		
Household Size (persons)	1	2	3	4	5+
	24%	32%	17%	14%	13%
	23%	30%	18%	16%	12%
No. of Available Vehicles	0	1	2	3	4+
	24%	50%	21%	4%	1%
	24%	49%	22%	4%	1%
Household Averages	Persons	Workers	Drivers	Vehicles	Tnps/Day
	2.7	1.3	1.4	1.1	5.1
	2.7	1.5	1.4	1.1	4.7

TOTAL POPULATION: 227,000
217,700

		Employment Status					
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	107,500	66%	43%	3%	1%	20%	
	106,000	67%	56%	2%	1%	20%	
Female	119,500	43%	35%	6%	1%	20%	
	111,700	41%	39%	6%	1%	19%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	31.8	13%	6%	16%	34%	17%	13%
	30.6	13%	5%	20%	32%	19%	10%
Daily tnps/Person (age 11+):		2.2		Daily work tnps/Worker:		0.81	
		2.0				0.77	



TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Planning District 3

Time Period	Trips	% of 24 hr	HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	101,500	23.3	57%	24%	12%	8%
	100,300	26.3	67%	19%	10%	5%
24 hours	435,000		35%	14%	38%	14%
	380,700		44%	14%	30%	12%

Percentage of trips made within district: 6-9 a.m. = 24% 24 hours = 28%
26% 28%

Trips Made to Planning District 3

Time Period	Trips	% of 24 hr	Work	School	Home	Other
6 - 9 a.m.	65,500	17.6	57%	24%	4%	15%
	75,600	22.3	68%	19%	2%	11%
24 hours	372,500		15%	5%	50%	30%
	338,700		20%	6%	49%	25%

MODE OF TRAVEL

Trips Made by Residents of Planning District 3

Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	101,500	43%	10%	36%	1%	9%	1%
	100,300	45%	9%	37%	0%	8%	1%
24 hours	435,000	47%	14%	29%	0%	7%	1%
	380,700	48%	12%	32%	0%	7%	1%
Mean Trip Length (kilometres)		7.8	5.6	5.8	11.2		
		7.8	7.0	6.2	13.7		

Trips Made to Planning District 3

Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	65,500	51%	10%	23%	1%	14%	1%
	75,600	54%	9%	26%	0%	11%	1%
24 hours	372,500	51%	15%	24%	0%	8%	1%
	338,700	52%	13%	26%	0%	7%	1%

LEGEND

1991 TTS
1986 TTS



TRANSPORTATION
TOMORROW

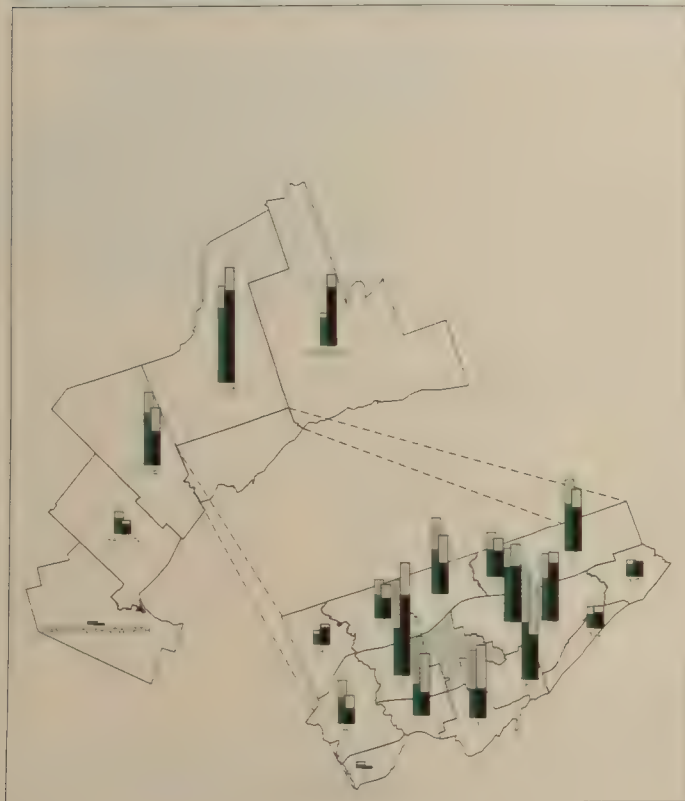
University of Toronto
Joint Program in Transportation
Data Management Group

PLANNING DISTRICT 4

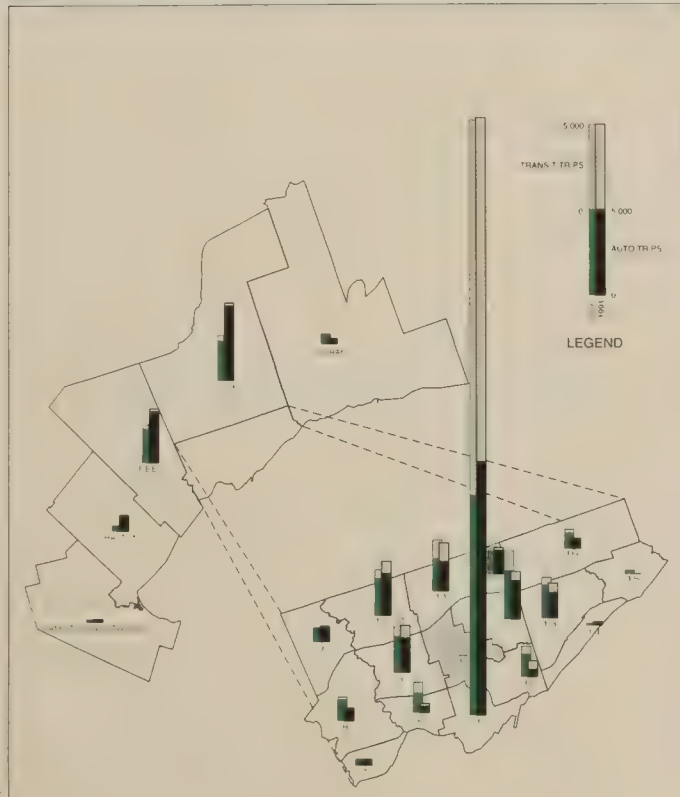
24 - HOUR WORK TRIPS

22

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 4



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 4



PLANNING DISTRICT 4

MUNICIPALITY OF METROPOLITAN TORONTO

23

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 88,600
87,300

Dwelling Type	House:	46%	Other:	54%	
		46%	54%		
Household Size (persons)	1	2	3	4	5+
	39%	35%	12%	8%	6%
	39%	34%	12%	10%	5%
No. of Available Vehicles	0	1	2	3	4+
	24%	50%	22%	4%	*
	26%	50%	21%	3%	1%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.1	1.2	1.4	1.1	4.6
	2.1	1.2	1.4	1.0	4.4

TOTAL POPULATION: 185,000
183,400

		Employment Status					
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	81,500	76%	54%	2%	4%	14%	
	82,800	74%	58%	3%	1%	17%	
Female	103,500	61%	40%	6%	3%	14%	
	100,600	60%	42%	7%	2%	15%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	37.0	11%	5%	9%	39%	19%	17%
	35.2	10%	4%	13%	38%	18%	15%
Daily trips/Person (age 11+):		2.5	Daily work trips/Worker:			0.79	
		2.3				0.77	

TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Planning District 4

Time Period	Trips	% of 24 hr	HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	83,500	20.5	68%	15%	12%	5%
	87,000	22.9	70%	14%	11%	4%
24 hours	407,000		35%	8%	42%	15%
	380,200		38%	9%	36%	16%
Percentage of trips made within district:	6-9 a.m. = 25%		24 hours = 31%			
			26%			29%

Trips Made to Planning District 4

Time Period	Trips	% of 24 hr	Work	School	Home	Other
6 - 9 a.m.	88,500	22.2	63%	22%	2%	12%
	91,500	24.7	65%	21%	2%	12%
24 hours	399,000		19%	6%	43%	32%
	369,800		21%	7%	43%	29%

MODE OF TRAVEL

Trips Made by Residents of Planning District 4

Time Period	Trips	Auto Driver	Auto Passng	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	83,500	51%	7%	31%	*	8%	2%
	87,000	46%	6%	38%	*	9%	3%
24 hours	407,000	55%	10%	26%	*	7%	1%
	380,200	53%	11%	28%	0%	6%	1%
Mean Trip Length: (kilometres)	7.0	4.7	5.8	*			
	6.7	6.3	5.7	22.5			

Trips Made to Planning District 4

Time Period	Trips	Auto Driver	Auto Passng	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	88,500	50%	8%	31%	1%	8%	1%
	91,500	46%	8%	37%	1%	8%	1%
24 hours	399,000	55%	11%	25%	0%	7%	1%
	369,800	53%	11%	28%	0%	6%	1%



LEGEND
1991 TTS
1986 TTS

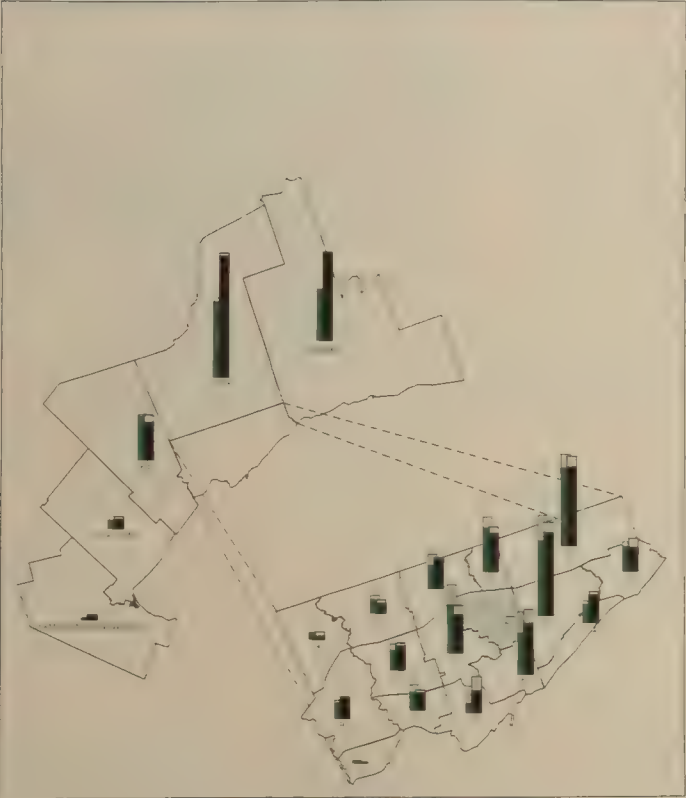
TRANSPORTATION
TOMORROW

University of Toronto
Joint Program in Transportation
Data Management Group

PLANNING DISTRICT 5

24 - HOUR WORK TRIPS

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 5



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 5



PLANNING DISTRICT 5

MUNICIPALITY OF METROPOLITAN TORONTO

25

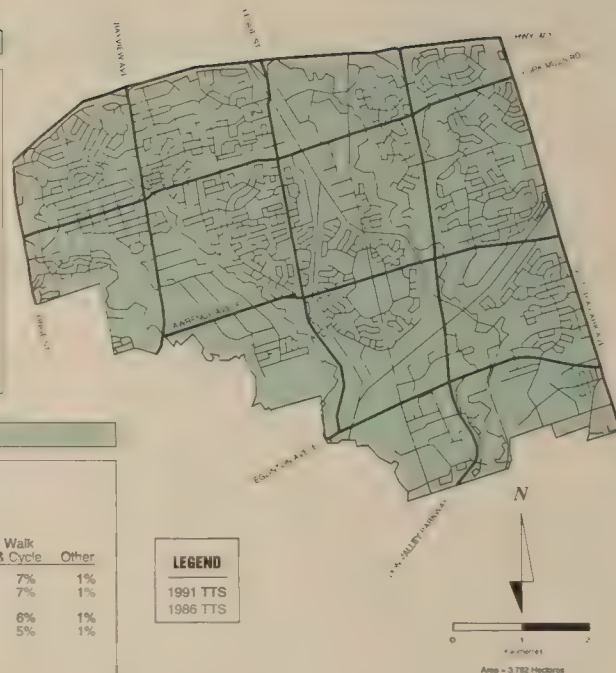
DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 41,800
40,800

Dwelling Type	House: 49% 44%		Other: 51% 56%		
Household Size (persons)	1	2	3	4	5+
	25%	37%	13%	16%	10%
	21%	35%	19%	16%	8%
No. of Available Vehicles	0	1	2	3	4+
	11%	45%	33%	9%	1%
	12%	50%	30%	7%	2%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.5	1.4	1.8	1.5	5.9
	2.6	1.4	1.7	1.4	5.4

TOTAL POPULATION: 105,500
105,000

		Employment Status					
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	51,000	77%	50%	5%	3%	22%	
	50,700	74%	56%	2%	1%	10%	
Female	54,500	64%	36%	9%	4%	17%	
	54,400	60%	39%	7%	2%	14%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	37.7	11%	5%	15%	31%	23%	14%
	34.4	11%	5%	18%	32%	22%	1%
Daily trips/Person (age 11+):		2.6					
		2.4					
Daily work trips/Worker:		0.83					



TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Planning District 5

Time Period	Trips	% of 24 hr	HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	49,500 51,600	20.2 23.3	63% 63%	20% 19%	12% 11%	4% 6%
24 hours	245,500 221,200		36% 36%	11% 13%	37% 36%	16% 15%
Percentage of trips made within district	6-9 a.m. = 26% 23%					

Trips Made to Planning District 5

Time Period	Trips	% of 24 hr	Work	School	Home	Other
6 - 9 a.m.	60,500 57,800	25.5 27.8	72% 73%	15% 15%	2% 2%	12% 10%
24 hours	237,000 207,900		25% 25%	4% 6%	43% 45%	28% 24%

MODE OF TRAVEL

Trips Made by Residents of Planning District 5

Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	49,500 51,600	60% 56%	9% 9%	22% 27%	0% 0%	7% 7%	1% 1%
24 hours	245,500 221,200	61% 61%	15% 13%	15% 19%	0% 0%	6% 5%	1% 1%
Mean Trip Length (kilometres)	8.2 7.7	7.1 6.8	8.1 7.8	12.7 17.3			

Trips Made to Planning District 5

Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	60,500 57,800	69% 62%	10% 10%	13% 19%	1% 0%	7% 7%	1% 1%
24 hours	237,000 207,900	67% 63%	14% 13%	12% 18%	0% 0%	6% 5%	1% 1%

LEGEND
1991 TTS
1986 TTS

TRANSPORTATION TOMORROW

University of Toronto
Joint Program in Transportation
Data Management Group

PLANNING DISTRICT 6

24 - HOUR WORK TRIPS

26

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 6



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 6



PLANNING DISTRICT 6

MUNICIPALITY OF METROPOLITAN TORONTO

27

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 82 700
79 800

Dwelling Type	House:	68% 67%	Other:	32% 33%	
Household Size (persons)	1	2	3	4	5+
	25%	32%	19%	14%	10%
	25%	35%	17%	14%	9%
No. of Available Vehicles	0	1	2	3	4+
	26%	52%	19%	3%	*
	27%	52%	18%	3%	1%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.5	1.4	1.5	1.0	5.5
	2.5	1.4	1.4	1.0	4.7

TOTAL POPULATION: 211 000
200 000

		Employment Status					
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	106,500	65%	50%	4%	4%	20%	
	96,400	68%	57%	2%	1%	19%	
Female	104,500	51%	41%	8%	1%	14%	
	103,600	46%	42%	7%	2%	17%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	32.4	14%	4%	14%	43%	15%	10%
	32.1	12%	5%	17%	37%	17%	11%
Daily trns/Person (age 11+):		2.5		Daily work trns/Worker:		0.82	
		2.1				0.79	



TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Planning District 6

Time Period	Trips	% of 24 hr	Trip Purpose Category			
			HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	102,000 91,200	22.3 24.4	64% 69%	17% 16%	12% 10%	7% 5%
24 hours	458,000 374,500		37% 43%	9% 12%	37% 32%	18% 13%
Percentage of trps made within district:			6-9 a.m. = 26% 22%	24 hours = 29% 27%		

Trips Made to Planning District 6

Time Period	Trips	% of 24 hr	Destination Purpose			
			Work	School	Home	Other
6 - 9 a.m.	48,500 43,500	14.4 15.3	43% 56%	33% 27%	5% 4%	19% 13%
24 hours	338,500		10% 11%	5% 5%	55% 55%	30% 29%

MODE OF TRAVEL

Trips Made by Residents of Planning District 6

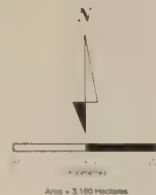
Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	102,000 91,200	44% 42%	10% 8%	35% 41%	* 0%	11% 8%	* 1%
24 hours	458,000 374,500	47% 46%	14% 12%	29% 34%	0% 0%	9% 6%	1% 1%
Mean Trip Length: (kilometres)		7.7 7.7	5.5 6.4	6.1 6.2	27.5 13.9		

Trips Made to Planning District 6

Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	48,500 43,500	45% 45%	13% 8%	20% 31%	0% 0%	21% 15%	1% 1%
24 hours	338,500	47% 47%	15% 15%	26% 26%	0% 0%	10% 10%	1% 1%

LEGEND

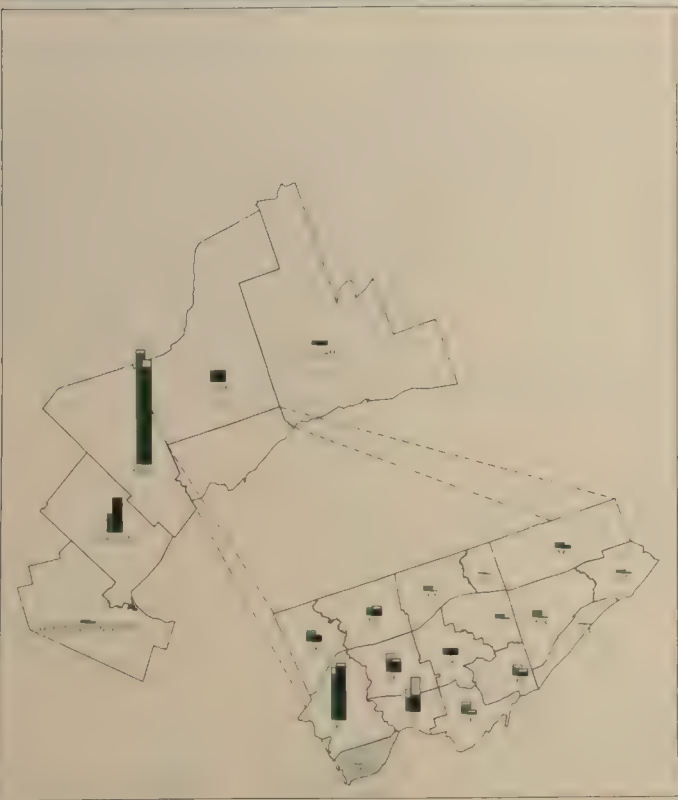
1991 TTS
1991 TTS



PLANNING DISTRICT 7

24 - HOUR WORK TRIPS

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 7



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 7



PLANNING DISTRICT 7

MUNICIPALITY OF METROPOLITAN TORONTO

29

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 22,100
20,600

Dwelling Type	House: 58% 61%		Other: 42% 39%		
Household Size (persons)	1	2	3	4	5+
	26%	38%	14%	14%	8%
	23%	37%	18%	13%	9%
No. of Available Vehicles	0	1	2	3	4+
	18%	54%	24%	3%	-
	18%	50%	25%	4%	2%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.4	1.2	1.5	1.2	5.0
	2.5	1.4	1.5	1.2	4.8

TOTAL POPULATION: 53,000
51,600

		Employment Status					
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	29,500	71%	47%	1%	4%	19%	
	26,000	70%	59%	1%	1%	19%	
Female	23,500	51%	37%	6%	2%	13%	
	25,600	51%	41%	6%	2%	17%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	33.2	14%	5%	11%	39%	16%	13%
	33.0	13%	5%	16%	34%	20%	12%
Daily trips/Person (age 11+):	2.4	Daily work trips/Worker: 0.82					
	2.2	0.78					



TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Planning District 7

Time Period	Trips	% of 24 hr	Trip Purpose Category			
			HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	27,000	24.8	57%	17%	17%	9%
	24,500	24.9	69%	14%	11%	6%
24 hours	109,500		35%	11%	39%	16%
	28,300		42%	12%	35%	12%
Percentage of trips made within district: 6-9 a.m. =			26%	24 hours =	21%	
			27%	25%		

Trips Made to Planning District 7

Time Period	Trips	% of 24 hr	Destination Purpose			
			Work	School	Home	Other
6 - 9 a.m.	25,000	26.7	65%	15%	6%	15%
	23,700	26.9	75%	11%	2%	11%
24 hours	93,000		22%	5%	49%	24%
	28,000		26%	6%	38%	21%

MODE OF TRAVEL

Trips Made by Residents of Planning District 7

Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	27,000	58%	8%	19%	5%	8%	*
	24,500	58%	10%	21%	2%	8%	1%
24 hours	109,500	62%	13%	15%	4%	5%	2%
	28,300	62%	13%	15%	4%	5%	1%
Mean Trip Length: (kilometres)		8.6	5.6	8.4	14.5		
		9.0	7.5	8.1	13.8		

Trips Made to Planning District 7

Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	25,000	65%	10%	14%	*	8%	*
	23,700	68%	10%	15%	*	7%	*
24 hours	93,000	63%	13%	14%	2%	6%	2%
	28,000	62%	14%	16%	1%	6%	1%

LEGEND

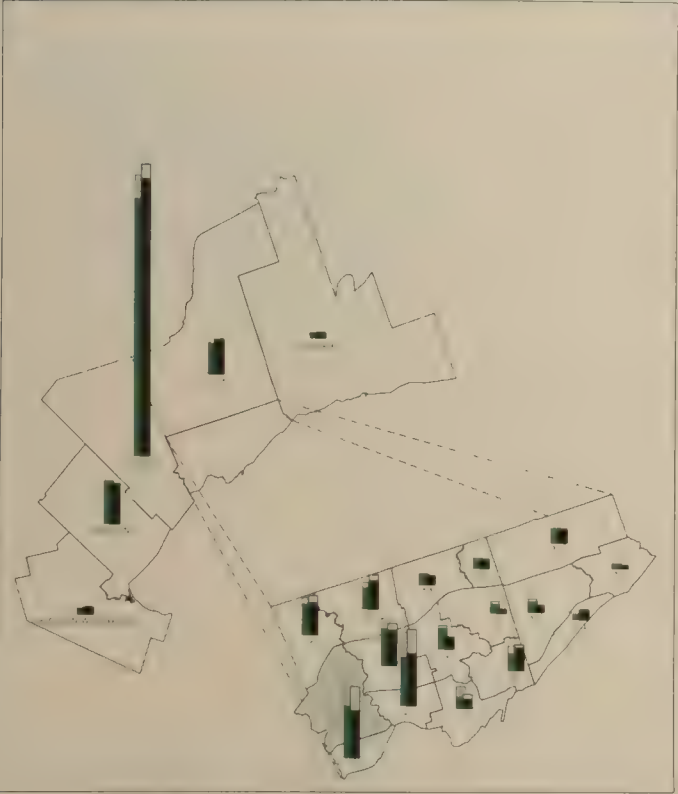
1991 TTS

1991 TTS

PLANNING DISTRICT 8

24 - HOUR WORK TRIPS

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 8



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 8



PLANNING DISTRICT 8

MUNICIPALITY OF METROPOLITAN TORONTO

31

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 67,800
68,000

Dwelling Type	House: 57% 60%		Other: 43% 40%		
Household Size (persons)	1	2	3	4	5+
	23%	36%	18%	17%	6%
	17%	39%	20%	17%	8%
No. of Available Vehicles	0	1	2	3	4+
	13%	44%	33%	8%	2%
	10%	46%	33%	8%	3%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.5	1.3	1.7	1.4	5.6
	2.6	1.5	1.8	1.5	5.6

TOTAL POPULATION: 169,000
178,200

		Employment Status					
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	81,500	78%	50%	3%	2%	19%	
	86,200	77%	57%	2%	1%	18%	
Female	87,000	62%	33%	8%	2%	17%	
	92,000	61%	37%	8%	1%	16%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	39.0	11%	5%	11%	32%	23%	17%
	38.0	10%	5%	16%	29%	26%	14%
Daily trips/Person (age 11+):		2.6					
		2.3					
			Daily work trips/Worker:			0.79	
						0.76	

TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Planning District 8

Time Period	Trips	% of 24 hr	HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	85,000 83,900	22.3 22.2	57% 67%	18% 16%	17% 12%	9% 5%
24 hours	382,000 378,200		32% 36%	9% 11%	43% 39%	15% 14%
Percentage of trips made within district:	6-9 a.m. = 28% 27%				24 hours = 38% 35%	

Trips Made to Planning District 8

Time Period	Trips	% of 24 hr	Work	School	Home	Other
6 - 9 a.m.	72,500 68,900	20.0 19.9	59% 65%	19% 18%	4% 3%	19% 13%
24 hours	363,500 346,700		16% 17%	4% 5%	44% 47%	36% 31%

MODE OF TRAVEL

Trips Made by Residents of Planning District 8

Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	85,000 83,900	63% 60%	9% 9%	19% 25%	2% 0%	5% 5%	2% 1%
24 hours	382,000 378,200	66% 64%	15% 14%	13% 18%	1% 0%	4% 4%	2% 1%
Mean Trip Length: (kilometres)		7.9 8.2	7.0 7.3	9.8 9.5	13.6 15.9		

Trips Made to Planning District 8

Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	72,500 68,900	67% 63%	11% 10%	12% 18%	0% 0%	6% 7%	3% 2%
24 hours	363,500 346,700	68% 65%	16% 14%	11% 15%	0% 0%	4% 4%	2% 1%



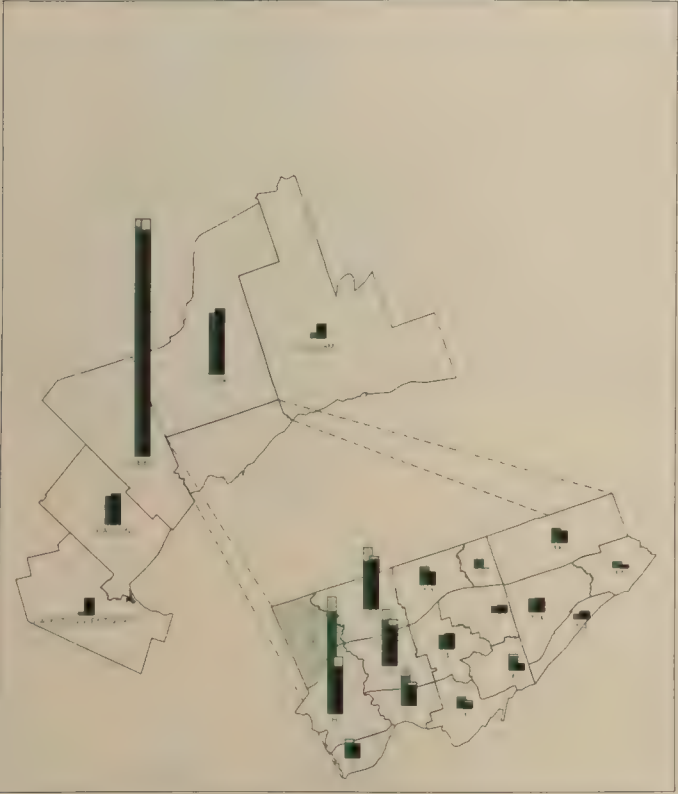
TRANSPORTATION
TOMORROW

University of Toronto
Joint Program in Transportation
Data Management Group

PLANNING DISTRICT 9

24 - HOUR WORK TRIPS

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 9



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 9



PLANNING DISTRICT 9

MUNICIPALITY OF METROPOLITAN TORONTO

33

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 25,400
23,200

Dwelling Type	House:	66%	Other:	34%	34%
		66%			
Household Size (persons)	1	2	3	4	5+
	13%	30%	20%	17%	21%
	8%	28%	22%	25%	17%
No. of Available Vehicles	0	1	2	3	4+
	12%	41%	40%	5%	3%
	9%	40%	38%	10%	3%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	3.1	1.5	1.8	1.5	6.1
	3.2	1.8	1.9	1.6	6.3

TOTAL POPULATION: 79,000
74,700

		Employment Status					
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	39,500	63%	44%	4%	1%	20%	
	38,500	70%	57%	2%	1%	23%	
Female	39,500	55%	33%	9%	1%	17%	
	36,200	49%	38%	7%	2%	22%	
Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	30.7	17%	5%	15%	34%	19%	10%
	29.0	15%	7%	20%	31%	21%	6%
Daily trips/Person/age 11+		2.4					
		2.3					
Daily work trips/Worker							0.83
							0.78

TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Planning District 9

Time Period	Trips	% of 24 hr	HB-W	HB-S	HB-D	N-HB
6-9 a.m.	39,000	25.3	60%	17%	17%	6%
	37,200	25.5	63%	20%	11%	6%
24 hours	154,500	37%	37%	11%	39%	13%
	146,300		41%	15%	33%	12%
Percentage of trips made within district:	6-9 a.m. =	41%	24 hours =	41%		
		34%		40%		

Trips Made to Planning District 9

Time Period	Trips	% of 24 hr	Work	School	Home	Other
6-9 a.m.	53,500	29.4	66%	20%	3%	11%
	54,800	30.6	74%	17%	2%	8%
24 hours	183,000	25%	25%	8%	36%	30%
	178,000		29%	9%	36%	26%

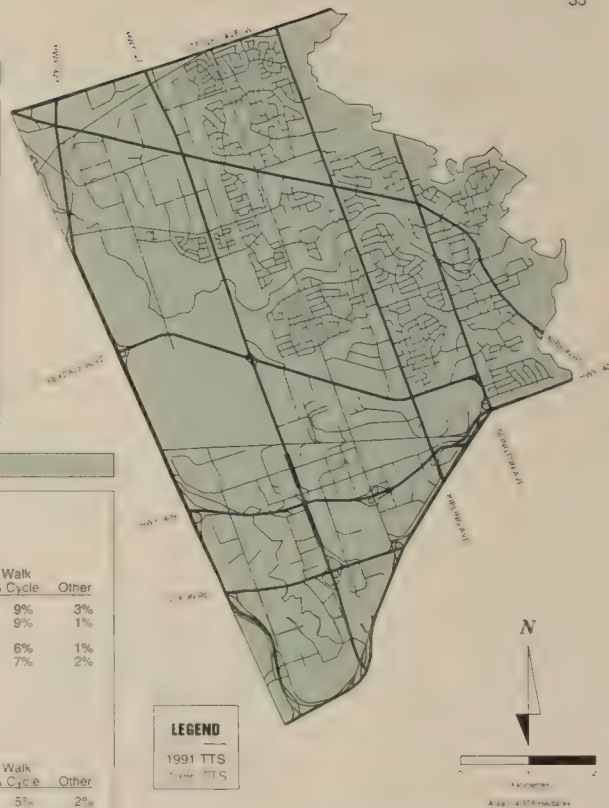
MODE OF TRAVEL

Trips Made by Residents of Planning District 9

Time Period	Trips	Auto Driver	Auto Passing	Local Transit	GO Train	Walk & Cycle	Other
6-9 a.m.	39,000	58%	14%	15%	*	9%	3%
	37,200	57%	10%	22%	0%	9%	1%
24 hours	154,500	63%	17%	12%	*	6%	1%
	146,300	59%	15%	17%	0%	7%	2%
Mean Trip Length: (kilometres)		8.2	7.9	11.2	*		
		8.4	7.3	9.4	18.0		

Trips Made to Planning District 9

Time Period	Trips	Auto Driver	Auto Passing	Local Transit	GO Train	Walk & Cycle	Other
6-9 a.m.	53,500	74%	9%	9%	0%	5%	2%
	54,800	70%	10%	14%	0%	6%	1%
24 hours	183,000	69%	15%	10%	0%	4%	1%
	178,000	66%	12%	13%	0%	5%	1%



TRANSPORTATION
TOMORROW

University of Toronto
Joint Program in Transportation
Evaluative Management Group

PLANNING DISTRICT 10

24 - HOUR WORK TRIPS

34

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 10



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 10



PLANNING DISTRICT 10

MUNICIPALITY OF METROPOLITAN TORONTO

35

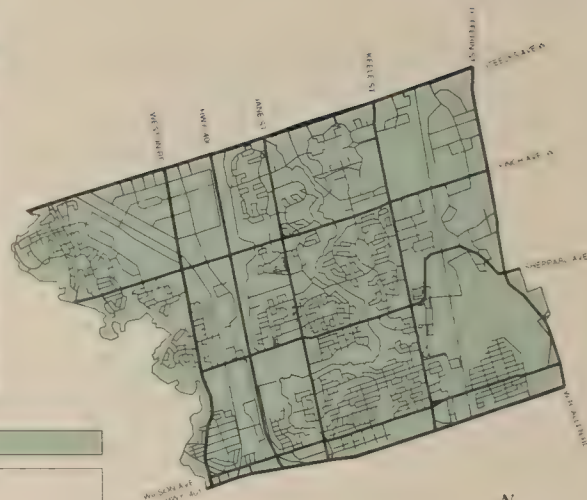
DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 47,100
47,300

Dwelling Type	House: 46% 51%		Other: 54% 49%		
Household Size (persons)	1 23% 15%	2 25% 27%	3 21% 21%	4 19% 23%	5+ 12% 15%
No. of Available Vehicles	0 20% 17%	1 45% 47%	2 27% 26%	3 6% 8%	4+ 3% 2%
Household Averages	Persons 2.8 3.0	Workers 1.4 1.7	Drivers 1.6 1.7	Vehicles 1.3 1.3	Trns/Da 5.5 5.4

TOTAL POPULATION: 131,000
142,600

		Employment Status					
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	66,000	71%	51%	1%	2%	22%	
	71,400	68%	56%	2%	0%	24%	
Female	65,000	47%	33%	5%	1%	19%	
	71,200	45%	40%	5%	1%	21%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	30.8	11%	5%	19%	33%	20%	10%
	28.3	13%	6%	24%	31%	20%	6%
Daily trps/Person (age 11+):		2.2		Daily work trps/Worker: 0.81			



TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Planning District 10

Time Period	Trips	% of 24 hr	Trip Purpose Category			
			HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	64,000 69,700	24.8 27.3	61% 66%	23% 21%	9% 8%	7% 5%
24 hours	258,000 255,800		38% 44%	15% 17%	36% 28%	12% 11%
Percentage of trips made within district:	6-9 a.m. = 36% 24 hours = 39%					

Trips Made to Planning District 10

Time Period	Trips	% of 24 hr	Destination Purpose			
			Work	School	Home	Other
6 - 9 a.m.	86,500 82,800	28.0 29.4	68% 72%	24% 19%	0% 2%	8% 7%
24 hours	308,500 282,200		25% 27%	12% 11%	37% 40%	26% 22%

MODE OF TRAVEL

Trips Made by Residents of Planning District 10

Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	64,000 69,700	51% 51%	13% 10%	27% 31%	*	8% 8%	*
24 hours	258,000 255,800	54% 54%	18% 14%	21% 25%	*	7% 7%	0% 1%
Mean Trip Length: (kilometres)		8.4 8.1	7.2 7.3	8.5 7.9	*		

Trips Made to Planning District 10

Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	86,500 82,800	62% 62%	10% 10%	21% 21%	*	7% 6%	*
24 hours	308,500 282,200	61% 59%	15% 13%	18% 21%	0% 0%	6% 6%	0% 1%

LEGEND

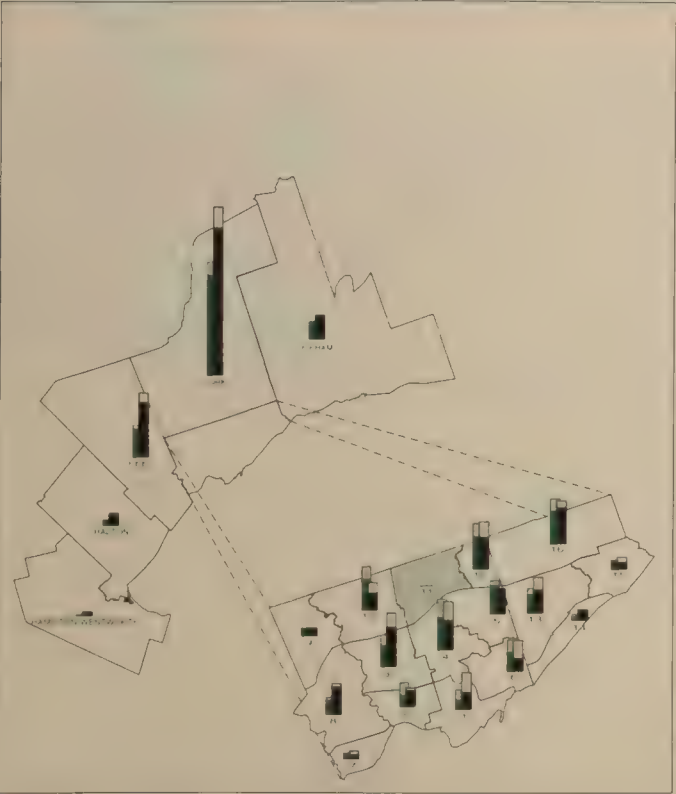
1991 TTS
Source: TTS



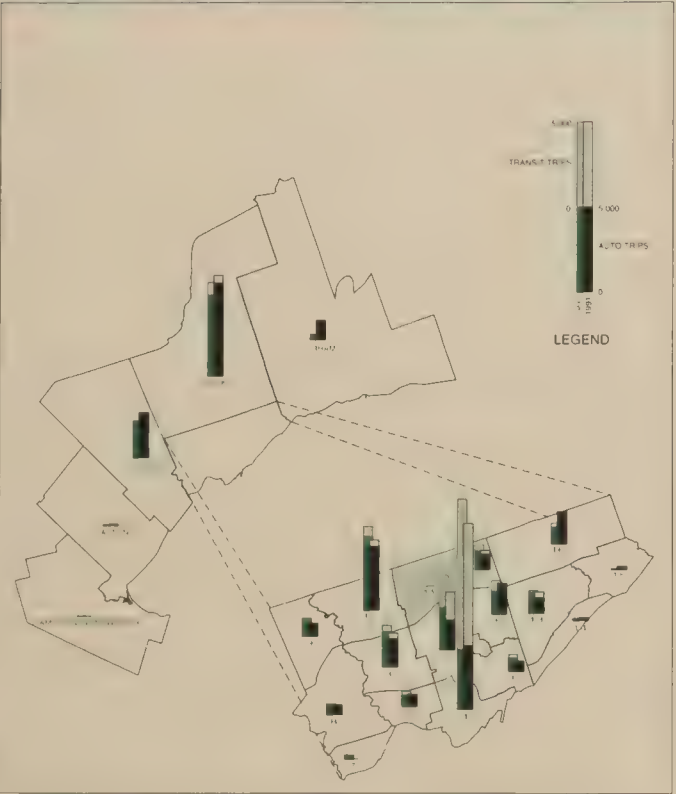
PLANNING DISTRICT 11

24 - HOUR WORK TRIPS

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 11



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 11



PLANNING DISTRICT 11

MUNICIPALITY OF METROPOLITAN TORONTO

37

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 54,400
48,000

Dwelling Type House: 54%
59% Other: 46%
41%

Household Size (persons)

	1	2	3	4	5+
	25%	39%	14%	14%	8%
	21%	36%	19%	16%	8%

No. of Available Vehicles

	0	1	2	3	4+
	16%	49%	30%	4%	1%
	15%	46%	31%	6%	2%

Household Averages

	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.4	1.2	1.6	1.3	5.2
	2.6	1.4	1.7	1.4	5.3

TOTAL POPULATION: 132,000
123,000

Employment Status

	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	62,000	77%	45%	1%	6%	19%	
	59,400	75%	53%	3%	2%	21%	
Female	70,000	58%	29%	7%	4%	16%	
	63,700	60%	36%	8%	2%	18%	
Median							
		0-10	11-15	16-25	26-45	46-64	65+
Age	38.4	11%	4%	14%	33%	19%	20%
	36.8	10%	5%	16%	29%	24%	1%
Daily trips/Person (age 11+):	2.4						
	2.3						
Daily work trips/Worker:	0.78						

TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Planning District 11

Time Period	Trips	% of 24 hr	Trip Purpose Category			
			HB-W	HB-S	HB-D	N-HB
6-9 a.m.	60,000	21.2	55%	18%	19%	9%
	57,600	22.6	65%	17%	13%	5%
24 hours	284,000		31%	10%	44%	16%
	255,200		36%	11%	36%	14%

Percentage of trips made within district: 6-9 a.m. = 31% 24 hours = 35%
25% 30%

Trips Made to Planning District 11

Time Period	Trips	% of 24 hr	Destination Purpose			
			Work	School	Home	Other
6-9 a.m.	68,500	22.1	55%	19%	2%	24%
	53,500	21.5	59%	21%	3%	17%
24 hours	310,500		17%	5%	38%	40%
	249,100		17%	6%	44%	33%

MODE OF TRAVEL

Trips Made by Residents of Planning District 11

Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6-9 a.m.	60,000	57%	12%	24%	*	5%	2%
	57,600	54%	8%	31%	0%	6%	1%
24 hours	284,000	63%	17%	16%	*	4%	1%
	255,200	59%	14%	22%	0%	4%	1%
Mean Trip Length: (kilometres)		7.2	5.7	9.8	*		
		7.5	6.6	9.4	17.1		

Trips Made to Planning District 11

Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6-9 a.m.	68,500	59%	15%	19%	0%	5%	2%
	53,500	58%	11%	24%	0%	6%	1%
24 hours	310,500	65%	16%	15%	0%	3%	1%
	249,100	62%	14%	19%	0%	4%	1%



LEGEND

1991 TTS

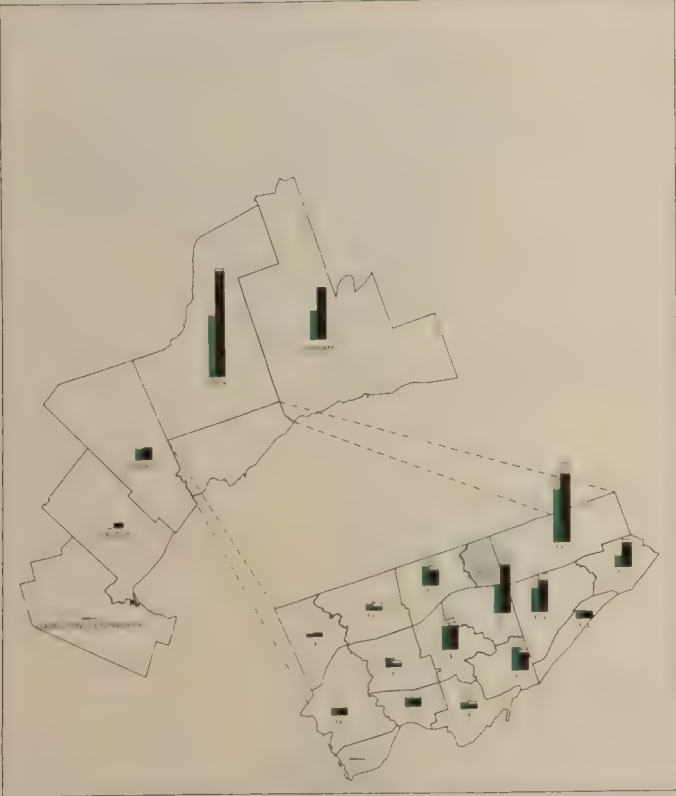
Trips: TTS



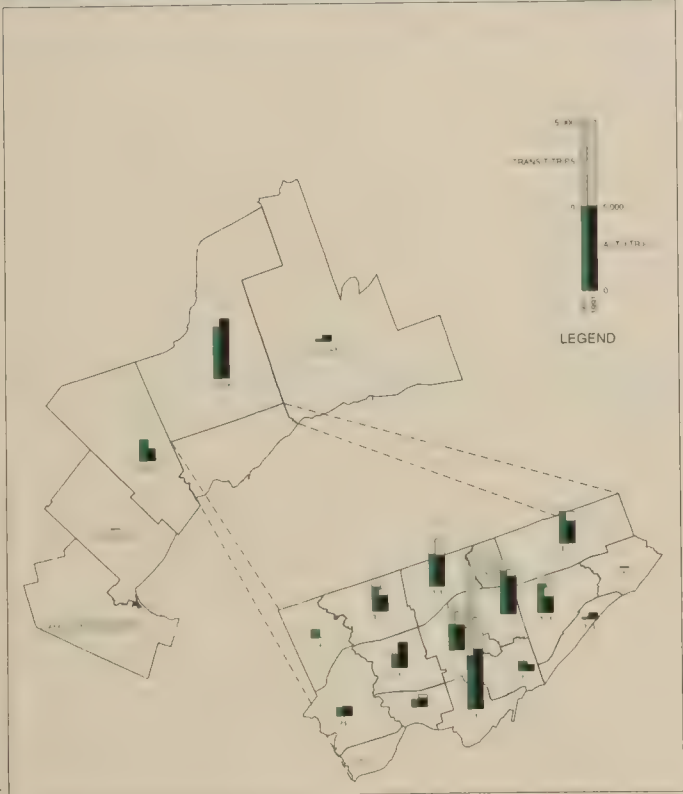
PLANNING DISTRICT 12

24 - HOUR WORK TRIPS

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 12



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 12



PLANNING DISTRICT 12

MUNICIPALITY OF METROPOLITAN TORONTO

39

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 26,500
26,400

Dwelling Type	House: 59%	Other: 41%			
	58%	42%			
Household Size (persons)	1	2	3	4	5+
	18%	31%	19%	17%	15%
	16%	29%	19%	23%	13%
No. of Available Vehicles	0	1	2	3	4+
	7%	48%	37%	7%	*
	12%	45%	34%	6%	3%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.9	1.5	1.9	1.5	6.6
	2.9	1.7	1.8	1.4	6.1

TOTAL POPULATION: 75,500
77,100

			Employment Status				
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	38,500	74%	44%	2%	2%	25%	
	37,100	71%	55%	2%	1%	28%	
Female	39,000	61%	38%	8%	2%	19%	
	39,900	55%	41%	8%	1%	23%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	34.8	10%	6%	16%	35%	23%	9%
	31.1	12%	8%	20%	33%	20%	6%
Daily trips/Person (age 11+):	2.6						
	2.4						
Daily work trips/Worker:	0.80						
	0.79						

TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Planning District 12

Time Period	Trips	% of 24 hr	Trip Purpose Category			
			HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	41,000	23.6	47%	23%	18%	12%
	40,900	25.5	63%	22%	10%	6%
24 hours	174,500		31%	13%	41%	16%
	160,400		39%	15%	33%	13%

Percentage of trips made within district: 6-9 a.m. = 20% 24 hours = 23%
15% 20%

Trips Made to Planning District 12

Time Period	Trips	% of 24 hr	Destination Purpose			
			Work	School	Home	Other
6 - 9 a.m.	38,500	22.8	62%	21%	3%	13%
	31,300	21.5	64%	23%	2%	11%
24 hours	169,500		20%	7%	43%	30%
	145,300		18%	8%	38%	28%

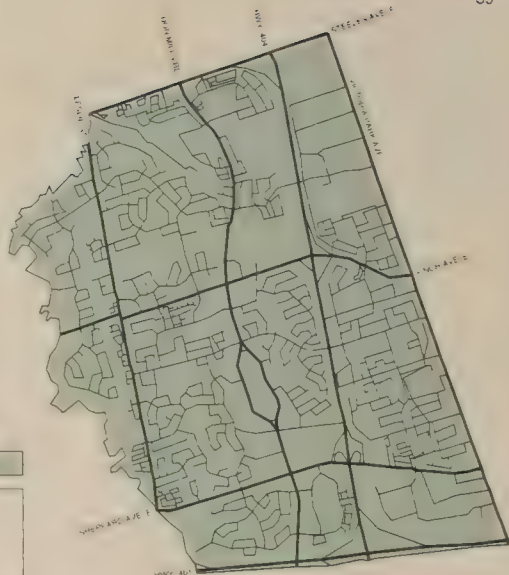
MODE OF TRAVEL

Trips Made by Residents of Planning District 12

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	41,000	56%	13%	20%	*	10%	
	40,900	52%	10%	29%	1%		
24 hours	174,500	62%	17%	14%	1%	6%	
	160,400	56%	15%	21%	0%		
Mean Trip Length: (kilometres)		7.3	7.2	8.9	16.2		
		8.4	7.7	9.6	14.4		

Trips Made to Planning District 12

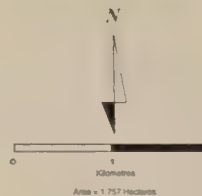
Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	38,500	68%	11%	13%	*	8%	1%
	31,300	64%	10%	17%		8%	0%
24 hours	169,500	67%	16%	11%	0%	5%	0%
	145,300	61%	14%	16%	0%		



LEGEND

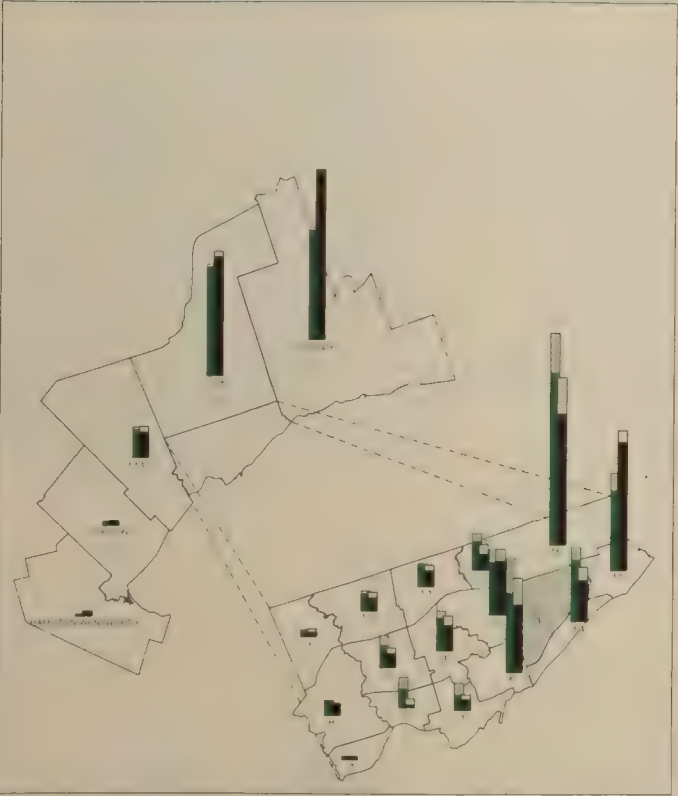
1991 TTS

1986 TTS

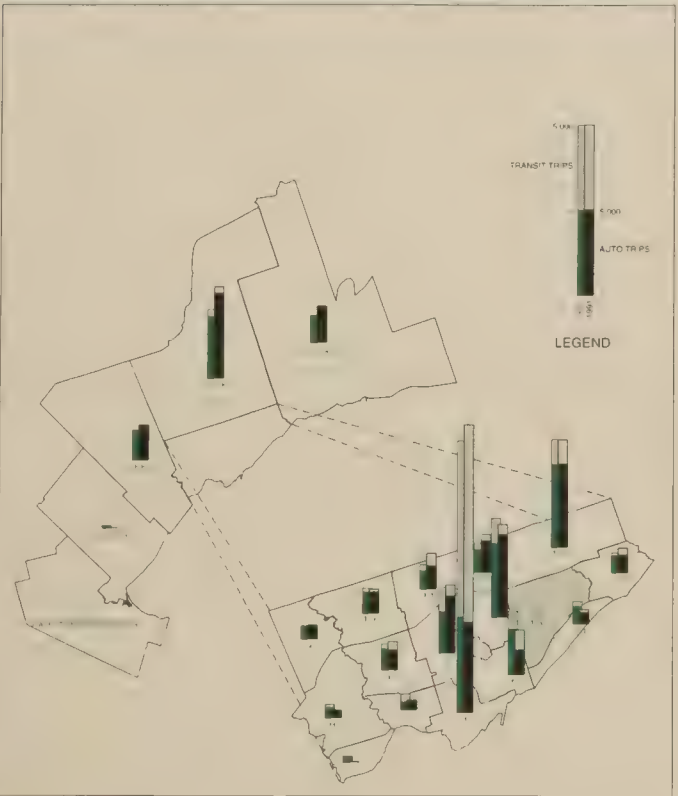


PLANNING DISTRICT 13
24 - HOUR WORK TRIPS

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 13



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 13



PLANNING DISTRICT 13

MUNICIPALITY OF METROPOLITAN TORONTO

41

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 68,900
63,100

Dwelling Type	House: 60% 64%	Other: 40% 36%
Household Size (persons)	1 2 3 4 5+	20% 30% 19% 20% 11% 17% 33% 21% 19% 11%
No. of Available Vehicles	0 1 2 3 4+	17% 51% 25% 7% 1% 16% 47% 27% 7% 3%
Household Averages	Persons Workers Drivers Vehicles Tnps/Day	2.8 1.4 1.6 1.2 5.5 2.8 1.6 1.7 1.3 5.6

TOTAL POPULATION: 192,000
175,800

	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student
Male	92,500 87,100	69% 72%	50% 58%	5% 2%	1% 1%	16% 19%
Female	99,500 88,600	46% 52%	30% 40%	7% 7%	1% 1%	19% 19%
Age	Median 32.4 31.8	0-10 13% 12%	11-15 5% 6%	16-25 15% 20%	26-45 35% 30%	46-64 19% 24% 65+ 11% 9%
Daily tnps/Person (age 11+):	2.3 2.3	Daily work tnps/Worker: 0.81 0.				

TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Planning District 13

Time Period	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB
6-9 a.m.	86,500 84,800	22.9 24.1	56% 67%	22% 17%	16% 11%	6% 5%
24 hours	379,000 352,300		36% 40%	12% 12%	39% 35%	12% 13%
Percentage of trips made within district:	6-9 a.m. = 35% 34%	24 hours = 40% 41%				

Trips Made to Planning District 13

Time Period	Trips	% of 24 hr.	Work	School	Home	Other
6-9 a.m.	92,000 89,900	21.6 23.3	61% 70%	20% 17%	4% 3%	15% 10%
24 hours	425,000 386,700		19% 22%	6% 8%	39% 30%	36% 32%

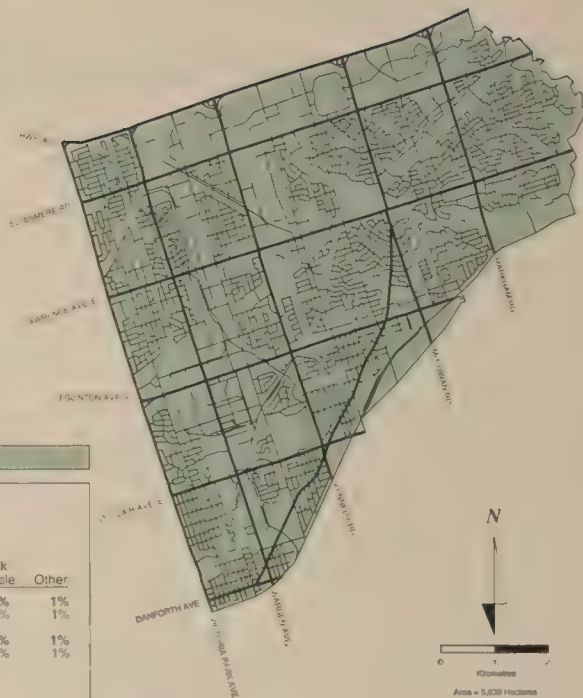
MODE OF TRAVEL

Trips Made by Residents of Planning District 13

Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6-9 a.m.	86,500 84,800	54% 52%	10% 10%	22% 29%	2% 1%	7% 7%	1% 1%
24 hours	379,000 352,300	56% 57%	15% 14%	21% 21%	1% 1%	5% 6%	1% 1%
Mean Trip Length: (kilometres)	8.2 7.9	6.7 6.7	8.8 9.2	14.0 16.9			

Trips Made to Planning District 13

Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6-9 a.m.	92,000 89,900	62% 63%	12% 10%	18% 19%	0% 0%	6% 7%	1% 1%
24 hours	425,000 386,700	60% 61%	17% 14%	17% 17%	1% 1%	5% 6%	1% 1%



LEGEND

1991 ITS
1:486 ITS

TRANSPORTATION
TOMORROW SURVEY

University of Toronto
Joint Program in Transportation
Data Management Group

PLANNING DISTRICT 14
24 - HOUR WORK TRIPS

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 14



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 14



PLANNING DISTRICT 14

MUNICIPALITY OF METROPOLITAN TORONTO

43

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 22,300
21,600

Dwelling Type House: 66% Other: 34%
66% 34%

Household Size (persons)

	1	2	3	4	5+
	17%	38%	14%	19%	12%
	21%	34%	20%	18%	7%

No. of Available Vehicles

	0	1	2	3	4+
	14%	54%	26%	6%	*
	16%	46%	29%	6%	2%

Household Averages

	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.7	1.3	1.7	1.2	6.1
	2.6	1.4	1.6	1.3	5.3

TOTAL POPULATION: 60,500
56,100

Employment Status

	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	29,500	73%	42%	*	5%	20%	
	26,600	71%	54%	2%	0%	22%	
Female	30,500	53%	35%	6%	2%	19%	
	29,500	55%	37%	8%	1%	17%	
Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	36.8	15%	3%	16%	29%	26%	10%
	33.7	13%	6%	16%	31%	21%	12%
Daily trips/Person (age 11+):	2.7	2.3		Daily work trips/Worker: 0.80			0.78

TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Planning District 14

Trip Purpose Category

Time Period	Trips	% of 24 hr	HB-W	HB-S	HB-D	N-HB
6-9 a.m.	26,500	19.5	64%	23%	8%	5%
	26,500	23.3	65%	17%	12%	7%
24 hours	137,000		30%	11%	45%	13%
	113,600		36%	11%	38%	14%

Percentage of trips made within district: 6-9 a.m. = 21% 24 hours = 28%
16% 20%

Trips Made to Planning District 14

Destination Purpose

Time Period	Trips	% of 24 hr	Work	School	Home	Other
6-9 a.m.	14,000	13.6	32%	51%	*	16%
	11,900	14.2	40%	38%	5%	16%
24 hours	103,500		8%	9%	57%	26%
	83,000		8%	9%	57%	26%

MODE OF TRAVEL

Trips Made by Residents of Planning District 14

Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6-9 a.m.	26,500	54%	10%	20%	*	12%	*
	26,500	53%	9%	26%	3%	8%	1%
24 hours	137,000	59%	17%	14%	1%	8%	1%
	113,600	58%	15%	20%	2%	8%	1%
Mean Trip Length: (kilometres)		9.2	8.0	9.7	19.3		
		8.6	7.3	9.7	17.3		

Trips Made to Planning District 14

Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6-9 a.m.	14,000	42%	9%	21%	*	26%	*
	11,900	51%	9%	23%	*	16%	1%
24 hours	103,500	58%	17%	12%	1%	10%	1%
	83,000	58%	15%	18%	1%	10%	1%



LEGEND
1991 ITS
1991 ITS



TRANSPORTATION TOMORROW

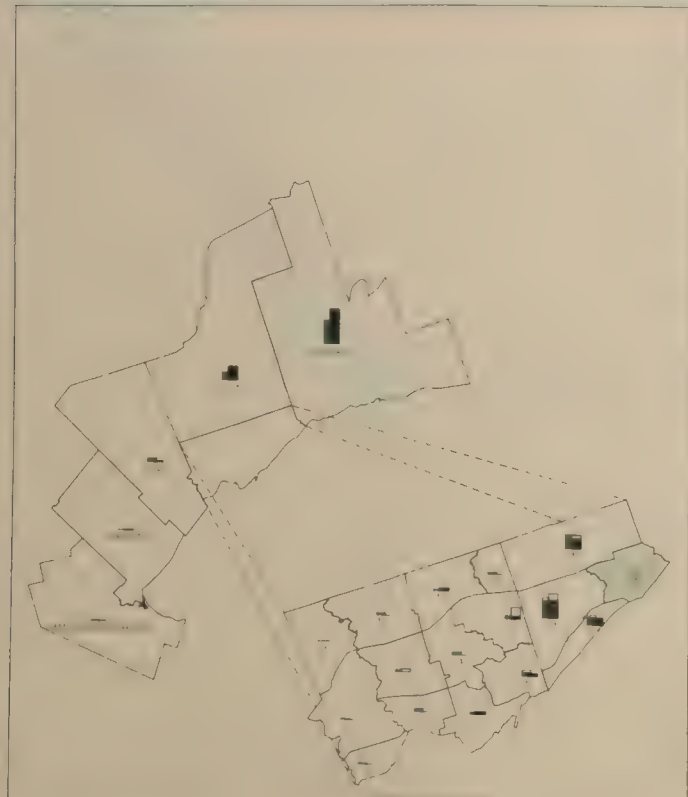
University of Toronto
Joint Program in Transportation
Data Management Group

PLANNING DISTRICT 15

24 - HOUR WORK TRIPS

44

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 15



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 15



PLANNING DISTRICT 15

MUNICIPALITY OF METROPOLITAN TORONTO

45

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 23,500
22,800

Dwelling Type	House: 81% 74%		Other: 19% 26%		
Household Size (persons)	1 9% 12%	2 19% 26%	3 22% 23%	4 32% 27%	5+ 18% 13%
No of Available Vehicles	0 4% 10%	1 34% 37%	2 48% 40%	3 11% 11%	4+ 3% 3%
Household Averages	Persons 3.3 3.1	Workers 1.9 1.7	Drivers 2.1 1.9	Vehicles 1.8 1.6	Trips/Day 7.5 6.3

TOTAL POPULATION: 78,500
70,300

		Employment Status					
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	41,500	67%	54%	2%	2%	26%	
	35,200	69%	55%	1%	1%	28%	
Female	37,000	59%	41%	7%	2%	24%	
	35,100	55%	35%	8%	2%	24%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	30.3	16%	9%	16%	36%	19%	4%
	30.3	14%	9%	18%	34%	18%	6%
Daily trips/Person (age 11+):		2.7	Daily work tps/Worker:			0.78	
		2.4				0.76	



TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Planning District 15

Time Period	Trips	% of 24 hr	Trip Purpose Category			
			HB-W	HB-S	HB-D	N-HB
6-9 a.m.	46,500 35,300	26.2 24.6	50% 60%	21% 23%	16% 11%	13% 6%
24 hours	177,000 147,400		34% 34%	14% 14%	36% 34%	16% 12%
Percentage of trips made within district	6-9 a.m. - 26% 23%	24 hours - 27% 27%				

Trips Made to Planning District 15

Time Period	Trips	% of 24 hr	Destination Purpose			
			Work	School	Home	Other
6-9 a.m.	22,000 17,400	16.9 16.1	31% 36%	47% 44%	4% 6%	17% 14%
24 hours	131,500 107,600		8% 8%	10% 11%	56% 67%	26% 24%

MODE OF TRAVEL

Trips Made by Residents of Planning District 15

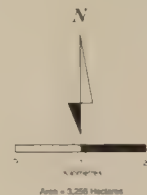
Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	46,500 35,300	55% 56%	16% 10%	19% 21%	3% 4%	7% 8%	0% 1%
24 hours	177,000 147,400	60% 60%	18% 12%	15% 12%	2% 2%	6% 6%	1% 1%
Mean Trip Length (kilometres)		10.3 11.2	9.1 9.8	12.0 10.9	23.7 23.6		

Trips Made to Planning District 15

Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
		46% 49%	17% 11%	21% 21%	• •	14% 16%	2% 3%
24 hours	131,500 107,600	60% 59%	17% 15%	14% 16%	1% 2%	7% 8%	0% 2%

LEGEND

1991 TTS
1996 TTS

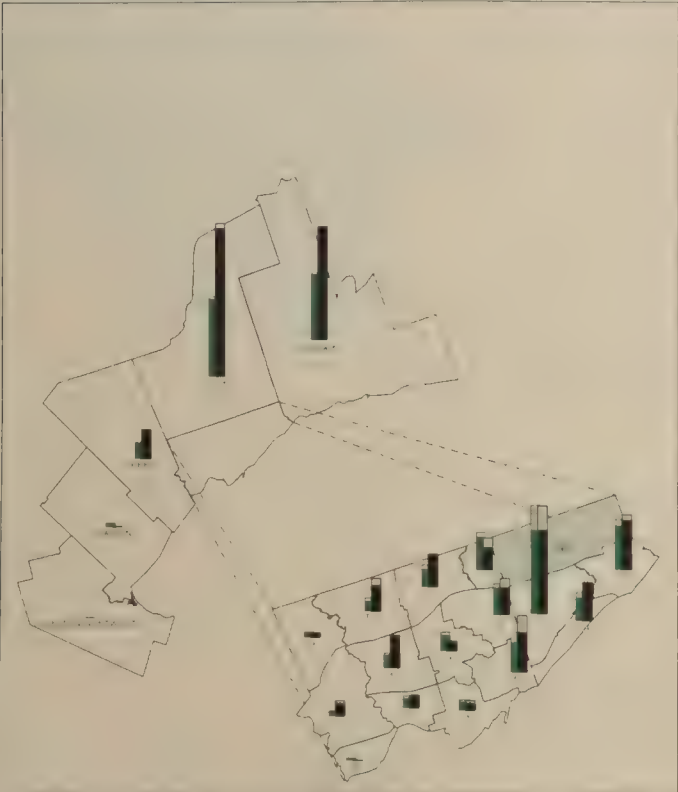


TRANSPORTATION
TOMORROW

University of Toronto
Joint Program in Transportation
Data Management Group

PLANNING DISTRICT 16
24 - HOUR WORK TRIPS

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 16



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 16



PLANNING DISTRICT 16

MUNICIPALITY OF METROPOLITAN TORONTO

47

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 60,200
53,200

Dwelling Type	House: 62% 73%		Other: 38% 27%		
Household Size (persons)	1 16% 10%	2 24% 27%	3 21% 19%	4 22% 27%	5+ 16% 16%
No of Available Vehicles	0 11% 7%	1 45% 44%	2 35% 39%	3 8% 7%	4+ 1% 3%
Household Averages	Persons 3.1 3.2	Workers 1.6 1.8	Drivers 1.9 1.9	Vehicles 1.4 1.5	Trips/Day 6.8 6.4

TOTAL POPULATION: 184,000
169,500

		Employment Status					
	Population	Licenced Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	91,000	71%	47%	3%	1%	24%	
	83,200	67%	56%	2%	1%	27%	
Female	93,000	56%	38%	6%	1%	21%	
	86,300	53%	41%	6%	1%	24%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	31.8	13%	5%	18%	33%	21%	8%
	29.9	16%	8%	17%	36%	16%	6%
Daily trnps/Person (age 11+):		2.6	Daily work trnps/Worker				0.83
		2.4					0.80



TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Planning District 16

Time Period	Trips	% of 24 hr	Trip Purpose Category			
			HB-W	HB S	HB D	N-HB
6-9 a.m.	97,500 89,500	23.8 28.2	56% 61%	23% 21%	14% 11%	7% 7%
24 hours	409,500 341,300		34% 39%	14% 15%	37% 31%	16% 15%
Percentage of trps made within district: 6-9 a.m. =			29% 25%	24 hours = 32% 30%		

Trips Made to Planning District 16

Time Period	Trips	% of 24 hr	Destination Purpose			
			Work	School	Home	Other
6-9 a.m.	73,500 55,400	20.6 20.1	58% 60%	24% 26%	3% 3%	15% 12%
24 hours	357,500 276,300		16% 16%	5% 7%	48% 52%	30% 24%

MODE OF TRAVEL

Trips Made by Residents of Planning District 16

Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6-9 a.m.	97,500 89,500	52% 56%	12% 10%	25% 24%	1% 1%	9% 8%	1% 1%
24 hours	409,500 341,300	59% 60%	17% 14%	16% 18%	1% 0%	6% 7%	1% 1%
Mean Trip Length: (kilometres)		8.5 9.1	7.5 8.1	11.5 11.1	18.9 19.6		

Trips Made to Planning District 16

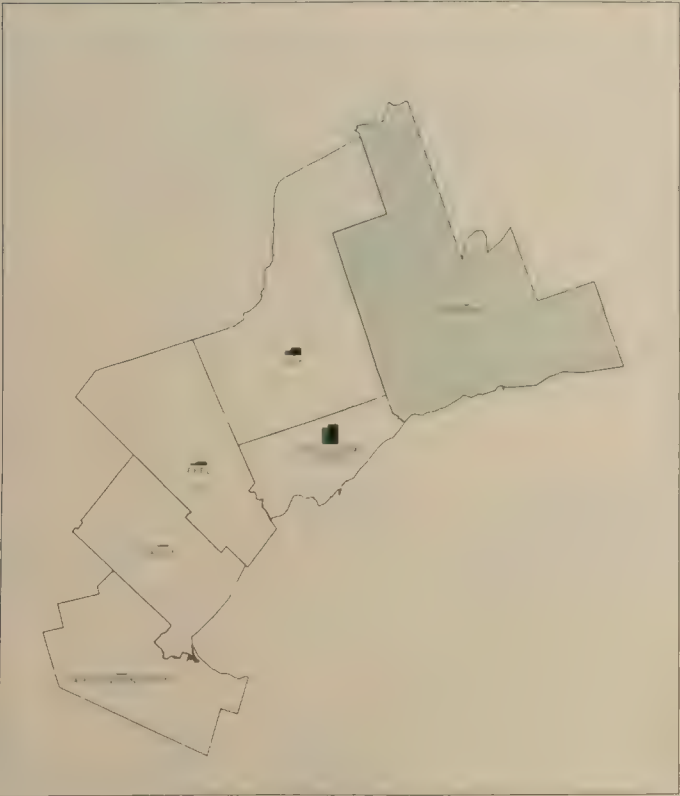
Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6-9 a.m.	73,500 55,400	63% 58%	12% 11%	12% 15%	• •	12% 14%	1% 2%
24 hours	357,500 276,300	62% 60%	17% 14%	13% 15%	0% 0%	7% 8%	1% 2%

LEGEND

1991 TTS
Source: TTC



ORIGINS OF WORK TRIPS DESTINED FOR DURHAM REGION



WORK TRIPS
WITHIN THE
REGION

DESTINATIONS OF WORK TRIPS ORIGINATING IN DURHAM REGION



LEGEND

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 136,200
106,000

Dwelling Type	House:	85%	Other:	15%	
		83%		17%	
Household Size (persons)	1	2	3	4	5+
	12%	32%	20%	24%	12%
	13%	29%	20%	26%	13%
No. of Available Vehicles	0	1	2	3	4+
	4%	33%	49%	10%	3%
	5%	37%	45%	10%	3%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	3.0	1.5	2.0	1.7	6.7
	3.0	1.6	1.9	1.7	6.3

TOTAL POPULATION: 402,500
317,900

		Employment Status					
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	198,500 157,800	70% 69%	50% 56%	2% 1%	3% 1%	21% 1%	
Female	204,000 160,000	62% 59%	31% 29%	10% 9%	2% 1%	21% 4%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	31.2 29.8	19% 18%	6% 8%	12% 15%	38% 36%	16% 1%	8% 1%
Daily trips/Person (age 11+):		2.8		Daily work trips/Worker: 0.76			

TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Durham Region

Time Period	Trips	% of 24 hr.	Trip Purpose Category			
			HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	188,500 146,000	20.7 21.9	55% 59%	21% 20%	15% 14%	9% 7%
24 hours	910,500 667,700		31% 33%	10% 12%	42% 40%	17% 15%
Percentage of trips made within district: 6-9 a.m. =			67%	24 hours =	74%	77%
			72%			

Trips Made to Durham Region

Time Period	Trips	% of 24 hr.	Destination Purpose			
			Work	School	Home	Other
6 - 9 a.m.	144,500 116,600	17.7 19.1	51% 57%	27% 24%	5% 5%	17% 14%
24 hours	817,000 611,100		13% 15%	5% 6%	46% 46%	35% 32%

MODE OF TRAVEL

Trips Made by Residents of Durham Region

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	188,500 146,000	67% 65%	11% 12%	4% 5%	4% 3%	7% 9%	7% 1%
24 hours	910,500 667,700	72% 69%	16% 17%	2% 2%	2% 2%	5% 5%	3% 1%
Mean Trip Length: (kilometres)		11.8 11.8	10.8 10.5	7.8 9.1	39.2 36.3		

Trips Made to Durham Region

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	144,500 116,600	66% 64%	12% 13%	4% 5%	0% 0%	9% 12%	9% 7%
24 hours	817,000 611,100	72% 68%	16% 17%	2% 3%	1% 1%	5% 7%	3% 4%



LEGEND

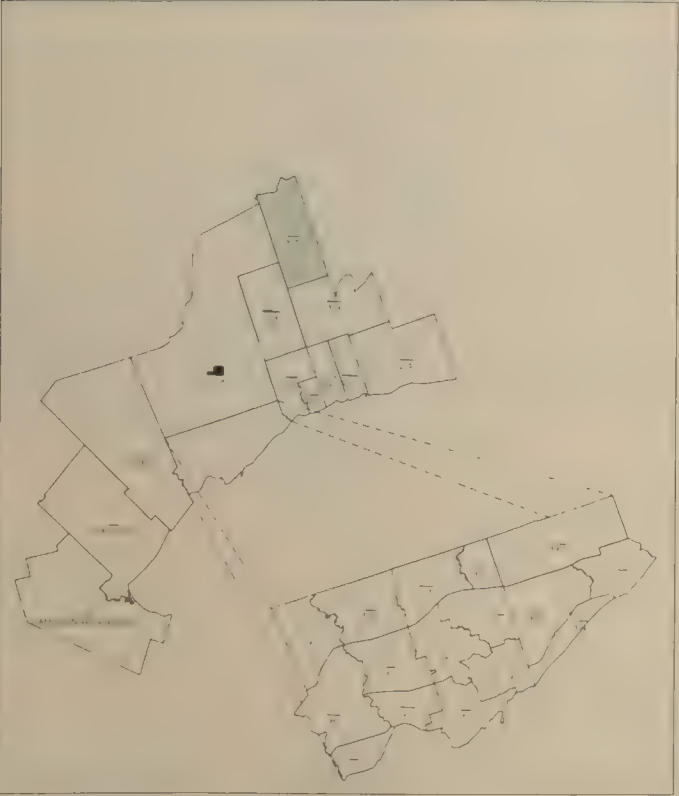
1991 TTS
1986 TTS



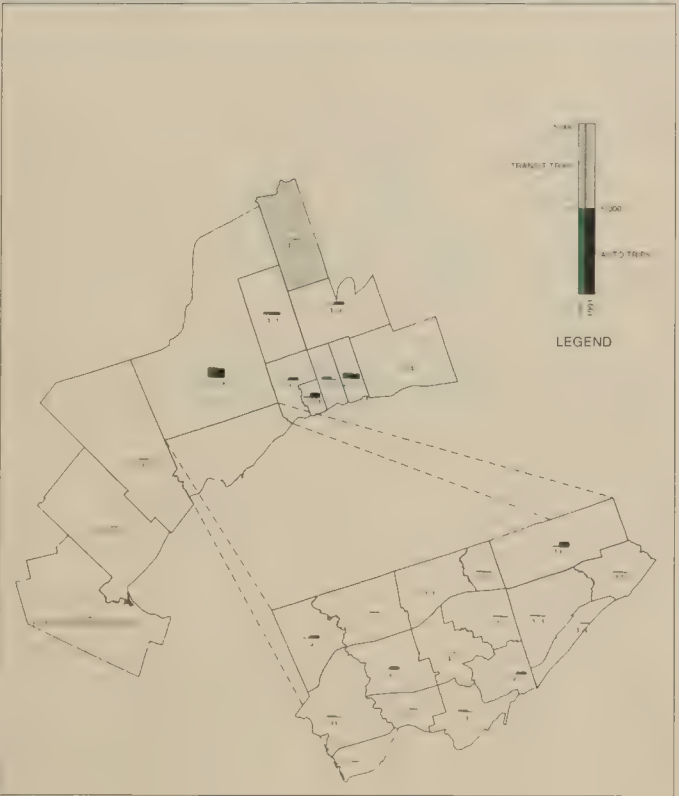
PLANNING DISTRICT 17: TOWNSHIP OF BROCK

24 - HOUR WORK TRIPS

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 17



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 17



PLANNING DISTRICT 17: TOWNSHIP OF BROCK

REGIONAL MUNICIPALITY OF DURHAM

51

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 3,900
3,400

Dwelling Type

House:	91%	Other:	9%
House:	91%	Other:	9%

Household Size (persons)

1	2	3	4	5+
25%	44%	16%	12%	12%
16%	31%	17%	23%	13%

No. of Available Vehicles

0	1	2	3	4+
6%	41%	31%	19%	3%
6%	40%	39%	9%	5%

Household Averages

Persons	Workers	Drivers	Vehicles	Trips/Day
2.5	1.1	1.7	1.8	5.3
2.9	1.3	1.9	1.7	5.4

TOTAL POPULATION: 10,000
10,100

Employment Status

	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	5,000	71%	37%	*	*	12%	
	5,300	66%	42%	2%	5%	26%	
Female	5,000	64%	28%	*	*	18%	
	4,800	61%	24%	9%	2%	19%	
Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	38.5	8%	12%	10%	31%	8%	29%
	32.3	15%	11%	11%	31%	19%	11%

Daily trips/Person (age 11+): 2.3
2.2

Daily work trips/Worker: 0.89
0.73

TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Brock

Trip Purpose Category

Time Period	Trips	% of 24 hr	HB-W	HB-S	HB-D	N-HB
6-9 a.m.	4,000	19.4	52%	33%	12%	*
	4,200	22.3	54%	25%	15%	6%
24 hours	21,000		29%	13%	48%	10%
	18,700		32%	14%	39%	15%

Percentage of trips made within district: 6-9 a.m. = 52% 24 hours = 54%
50% 49%

Trips Made to Brock

Destination Purpose

Time Period	Trips	% of 24 hr	Work	School	Home	Other
6-9 a.m.	3,000	16.6	32%	46%	*	14%
	2,600	18.2	49%	39%	4%	8%
24 hours	18,500		8%	8%	50%	35%
	14,200		12%	9%	55%	23%

MODE OF TRAVEL

Trips Made by Residents of Brock

Time Period	Trips	Auto Driver	Auto Passng	Local Transit	GO Train	Walk & Cycle	Other
6-9 a.m.	4,000	58%	*	*	*	6%	30%
	4,200	59%	12%	*	*	6%	23%
24 hours	21,000	63%	23%	*	*	5%	13%
	18,700	63%	20%	*	*	5%	12%
Mean Tnp Length: (kilometres)		18.7	16.4	*	*		
		22.3	24.7	*	*		

Trips Made to Brock

Time Period	Trips	Auto Driver	Auto Passng	Local Transit	GO Train	Walk & Cycle	Other
6-9 a.m.	3,000	49%	23%	*	*	*	28%
	2,600	48%	8%	*	*	9%	35%
24 hours	18,500	64%	24%	*	*	7%	11%
	14,200	61%	17%	*	*	7%	15%

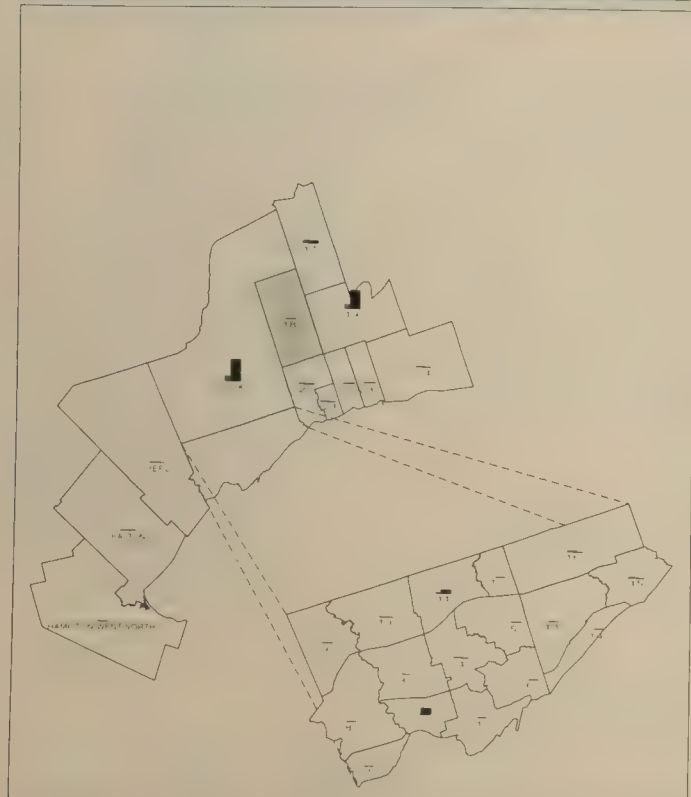


PLANNING DISTRICT 18: TOWNSHIP OF UXBRIDGE

24 - HOUR WORK TRIPS

52

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 18



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 18



PLANNING DISTRICT 18: TOWNSHIP OF UXBRIDGE

REGIONAL MUNICIPALITY OF DURHAM

53

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 4,700
3,900

Dwelling Type	House: 93% 89%		Other: 7% 11%		
Household Size (persons)	1	2	3	4	5+
	9%	38%	19%	21%	14%
	14%	31%	19%	25%	11%
No. of Available Vehicles	0	1	2	3	4+
	3%	22%	51%	17%	7%
	6%	25%	49%	15%	5%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	3.0	1.4	2.0	2.1	6.2
	2.9	1.5	2.0	1.9	5.9

TOTAL POPULATION: 14,000
11,300

		Employment Status					
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	7,000	72%	46%	2%	6%	21%	
	5,700	71%	51%	*	4%	22%	
Female	7,000	64%	28%	9%	2%	21%	
	5,600	67%	30%	9%	3%	18%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	34.6	19%	7%	10%	32%	21%	11%
	35.1	15%	9%	13%	32%	22%	10%
Daily trips/Person (age 11+):		2.6	Daily work trips/Worker:			0.73	
		2.4				0.73	

LEGEND

1991 TTS
1986 TTS

TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Uxbridge

Time Period	Trips	% of 24 hr	HB-W	HB-S	HB-D	N-HB
6-9 a.m.	6,500 4,700	21.2 20.6	53% 63%	21% 19%	18% 13%	9% 5%
24 hours	29,500 22,800		30% 32%	10% 11%	43% 40%	17% 17%
Percentage of trips made within district:	6-9 a.m. = 36% 24 hours = 42%		37% 44%			

Trips Made to Uxbridge

Time Period	Trips	% of 24 hr	Work	School	Home	Other
6-9 a.m.	6,000 2,800	19.6 14.7	52% 46%	27% 34%	5% 4%	15% 16%
24 hours	29,500 18,900		15% 11%	6% 7%	42% 51%	38% 31%

MODE OF TRAVEL

Trips Made by Residents of Uxbridge

Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6-9 a.m.	6,500 4,700	75% 70%	7% 9%	* 2%	* *	6% 8%	11% 9%
24 hours	29,500 22,800	76% 72%	14% 16%	* 1%	0% 1%	5% 5%	5% 6%
Mean Trip Length: (kilometres)		18.5 19.8	15.3 16.8	* 35.5	53.6 46.5		

Trips Made to Uxbridge

Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6-9 a.m.	6,000 2,800	62% 58%	15% 11%	* *	* *	6% 12%	18% *
24 hours	29,500 18,900	72% 68%	18% 17%	* *	* *	5% 5%	6% *

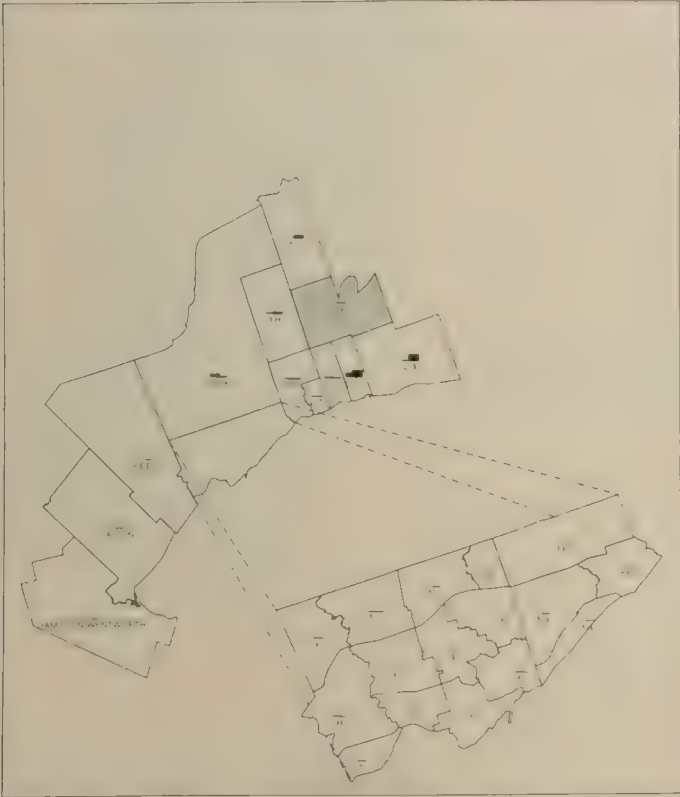


TRANSPORTATION
TOMORROW

University of Toronto
Joint Program in Transportation
Data Management Group

PLANNING DISTRICT 19: TOWNSHIP OF SCUGOG
24 - HOUR WORK TRIPS

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 19



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 19



PLANNING DISTRICT 19: TOWNSHIP OF SCUGOG

REGIONAL MUNICIPALITY OF DURHAM

55

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 6,000
5,000

Dwelling Type House: 94% 95% Other: 5%

Household Size (persons)	1	2	3	4	5+
	12%	33%	12%	18%	25%
	8%	32%	19%	27%	14%

No. of Available Vehicles	0	1	2	3	4+
	8%	22%	45%	14%	12%
	3%	22%	52%	15%	7%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	3.2	1.6	2.2	2.0	6.9
	3.1	1.6	2.1	2.0	6.4

TOTAL POPULATION: 19,000
15,700

		Employment Status					
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	9,500	69%	43%	2*	6%	28%	
	7,700	73%	54%	2%	4%		
Female	9,500	65%	26%	9%	10%	23%	
	8,000	60%	23%	11%	3%		
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	33.0	14%	12%	13%	37%	18%	7%
	31.8	17%	9%	14%	33%	18%	
Daily trips/Person (age 11+):			2.5	Daily work trips/Worker:			0.66



TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Scugog

Time Period	Trips	% of 24 hr	Trip Purpose Category			
			HB-W	HB-S	HB-D	N-HB
6-9 a.m.	9,500	23.6	45%	31%	16%	8%
	6,100	19.2	59%	26%	10%	5%
24 hours	41,000		28%	15%	38%	19%
	31,800		32%	15%	39%	15%

Percentage of trips made within district: 6-9 a.m. = 53% 24 hours = 43%

Trips Made to Scugog

Time Period	Trips	% of 24 hr	Destination Purpose			
			Work	School	Home	Other
6-9 a.m.	8,000	25.7	25%	45%	8%	22%
	3,500	14.2	45%	38%	6%	11%
24 hours	30,500		9%	12%	53%	26%
	24,300		9%	8%	56%	27%

MODE OF TRAVEL

Trips Made by Residents of Scugog

Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6-9 a.m.	9,500	57%	11%	*	*	8%	23%
	6,100	68%	12%	*	*	*	*
24 hours	41,000	67%	17%	*	*	5%	11%
	31,800	71%	17%	*	*	*	*
Mean Trip Length: (kilometres)		19.4	17.6	*	*	*	*
		18.5	16.2	*	*	*	*

Trips Made to Scugog

Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6-9 a.m.	8,000	47%	11%	*	*	22%	32%
	3,500	51%	15%	*	*	18%	15%
24 hours	30,500	64%	14%	*	*	7%	15%
	24,300	67%	17%	*	*	8%	7%

LEGEND

1991 TTS

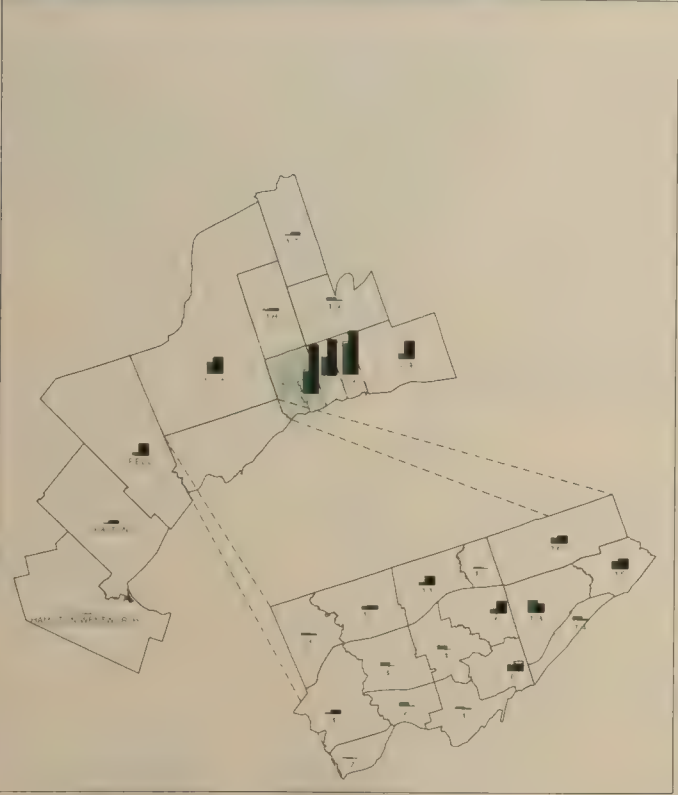
1991 TTS



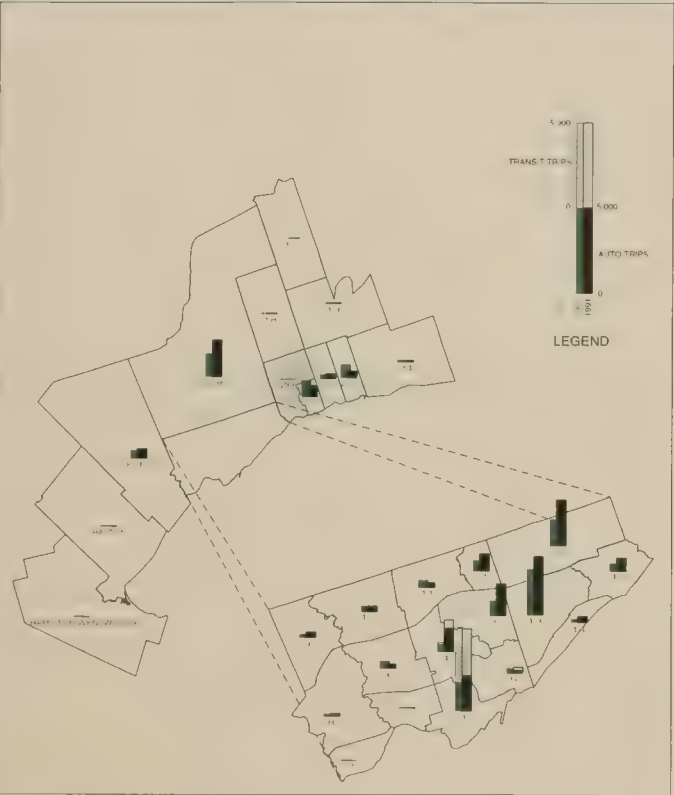
PLANNING DISTRICT 20: TOWN OF PICKERING

24 - HOUR WORK TRIPS

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 20



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 20



PLANNING DISTRICT 20: TOWN OF PICKERING

REGIONAL MUNICIPALITY OF DURHAM

57

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 20,500
14,600

Dwelling Type	House: 91% 90%		Other: 9% 10%		
Household Size (persons)	1	2	3	4	5+
	7% 8%	27% 24%	18% 24%	32% 29%	16% 15%
No. of Available Vehicles	0	1	2	3	4+
	2% 4%	24% 34%	60% 50%	12% 10%	2% 2%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	3.3	1.8	2.1	1.9	7.4
	3.2	1.8	2.0	1.7	6.6

TOTAL POPULATION: 67,500
47,100

		Employment Status					
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	34,000	68%	51%	2%	3%	28%	
	23,300	67%	58%	1%	1%	23%	
Female	34,000	61%	37%	9%	2%	21%	
	23,800	59%	36%	7%	1%	24%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	30.2	21%	7%	14%	39%	13%	5%
	29.3	20%	7%	14%	41%	13%	4%
Daily trips/Person (age 11+):		2.9	Daily work trips/Worker:				0.77
		2.6					0.77

TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Pickering

Time Period	Trips	% of 24 hr	Trip Purpose Category			
			HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	38,000 24,200	24.8 25.3	54% 59%	21% 18%	16% 14%	10% 9%
24 hours	152,500 95,900		34% 36%	11% 12%	40% 37%	15% 16%
Percentage of trips made within district: 6-9 a.m. = 34% 24 hours = 43%						
			25%		36%	

Trips Made to Pickering

Time Period	Trips	% of 24 hr	Destination Purpose			
			Work	School	Home	Other
6 - 9 a.m.	27,000 15,400	18.9 17.8	54% 63%	22% 16%	7% 4%	17% 18%
24 hours	144,000 86,500		14% 15%	4% 4%	45% 47%	37% 35%

MODE OF TRAVEL

Trips Made by Residents of Pickering

Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	38,000 24,200	64% 63%	12% 12%	3% 3%	7% 8%	8% 4%	7% 9%
24 hours	152,500 95,900	71% 68%	15% 14%	2% 3%	4% 4%	5% 4%	4% 7%
Mean Trip Length: (kilometres)		11.6 13.1	10.1 10.4	14.7 14.3	29.7 30.2		

Trips Made to Pickering

Time Period	Trips	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	27,000 15,400	69% 68%	11% 13%	2% 3%	*	11% 6%	7% 8%
24 hours	144,000 86,500	72% 69%	15% 16%	1% 2%	2% 3%	5% 4%	4% 6%

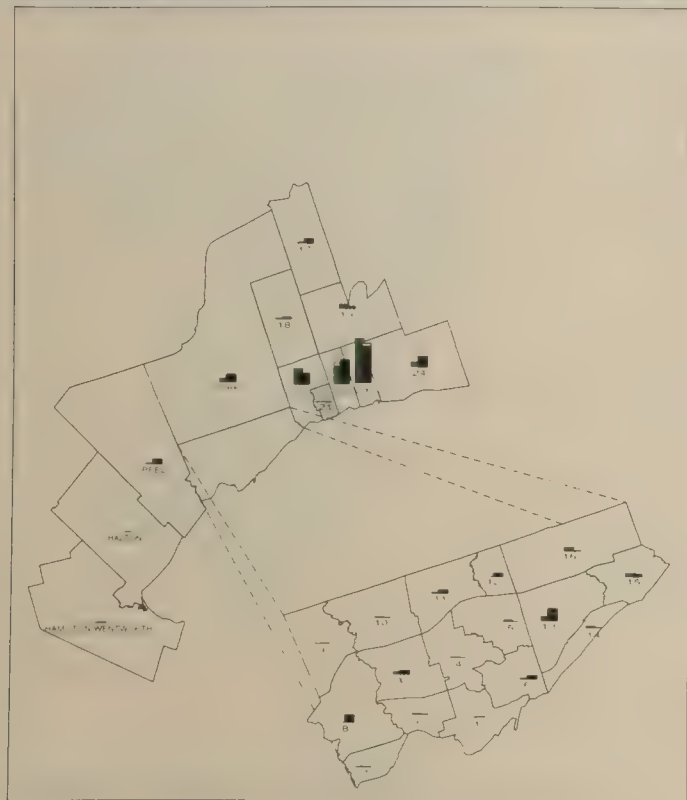


PLANNING DISTRICT 21: TOWN OF AJAX

24 - HOUR WORK TRIPS

58

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 21



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 21



REGIONAL MUNICIPALITY OF DURHAM

DEMOGRAPHIC CHARACTERISTICS

Dwelling Type	House: 87%	Other: 13%
	86%	14%

Household Size (persons)	1	2	3	4	5+
	9%	26%	25%	27%	13%

No. of Available Vehicles	0	1	2	3	4+
3%	34%	52%	10%	1%	
4%	35%	49%	10%	3%	

Household Averages	<u>Persons</u>	<u>Workers</u>	<u>Drivers</u>	<u>Vehicles</u>	<u>Trips/Day</u>
	3.1	1.6	1.9	1.7	7.2
	3.1	1.7	1.9	1.8	6.5

TOTAL POPULATION: 57 000

		Employment Status				
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student
Male	28 000	64% 58%	52% 57%	2% 2%	1% 1%	22% 2%
Female	29 000	59% 57%	32% 32%	10% 10%	2% 2%	19% 19%

	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	29.4	23%	7%	9%	42%	13%	5%

Daily trips/Person (age 11+): 3.0 Daily work trips/Worker: 0.78

TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Ajax

Time Period	Trips	% of 24 hr.	Trip Purpose Category			
			H-B-W	H-B-S	H-B-D	N-H-B
6 - 9 a.m.	28,000	21.8	52%	19%	16%	14%
	18,800	24.9	59%	19%	15%	6%
24 hours	130,000		30%	10%	43%	17%
	75,300		36%	12%	37%	15%

Percentage of trips made within district: 6-9 a.m. = 38% 24 hours = 41%
 35% 38%

Trips Made to Ajax

Time Period	Trips	% of 24 hr.	Destination Purpose			
			Work	School	Home	Other
6 - 9 a.m.	21,500	19.0	42%	31%	2%	25%
	15,400	23.3	51%	33%	4%	12%
24 hours	112,500		11%	6%	48%	35%
	65,900		16%	10%	48%	26%

MODE OF TRAVEL

Trips Made by Residents of Ajax

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	28,000 18,800	67% 63%	11% 9%	2% 9%	8% 1%	9% 1%	3% 2%
24 hours	130,000 75,300	72% 66%	13% 15%	2% 5%	4% 1%	7% 1%	2% 2%
Mean Trip Length, (kilometres)		11.4 12.7	11.1 10.4	13.8 10.5	35.5 22.3		

Trips Made to Ajax

Time Period	Trips	Auto Driver	Auto Passing	Local Transit	GO Train	Walk	3 Cycle	Other
6 - 9 a.m.	21,500 15,400	59% 52%	17% 12%	3% 9%		11%		10%
24 hours	112,500 65,900	70% 61%	15% 11%	2% 6%	2%	7%		3%



LEGEND

1991 TTS

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 84

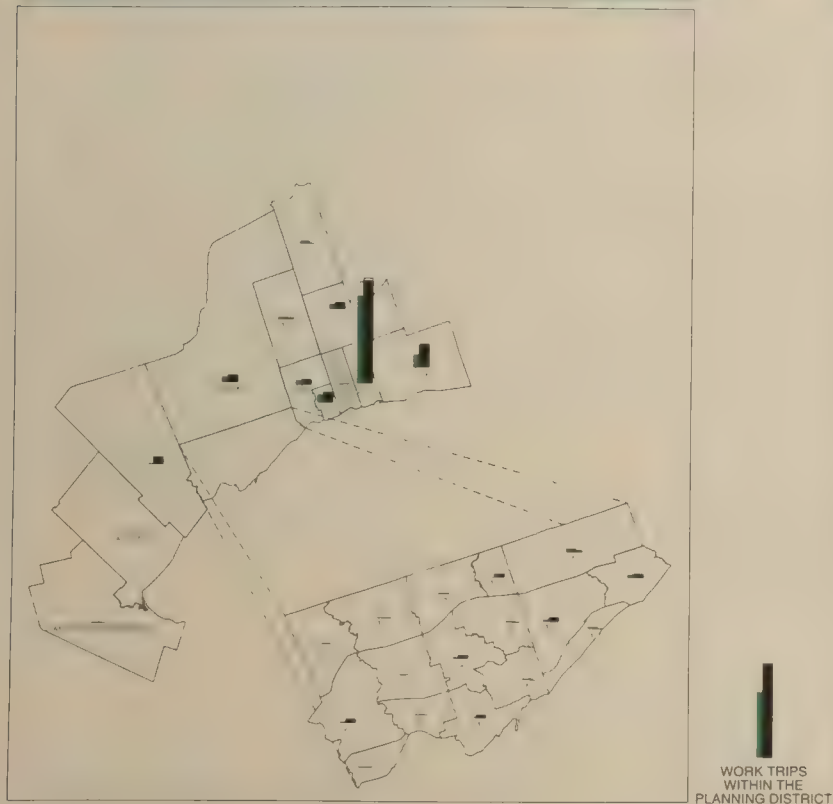


PLANNING DISTRICT 22: TOWN OF WHITBY

24 - HOUR WORK TRIPS

60

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 22



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 22



PLANNING DISTRICT 22: TOWN OF WHITBY

REGIONAL MUNICIPALITY OF DURHAM

61

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 19,600
14,600

| Dwelling Type | House: 83%
83% | | Other: 17%
17% | | |
|---------------------------|-------------------|---------|-------------------|----------|----------|
| Household Size (persons) | 1 | 2 | 3 | 4 | 5+ |
| | 10% | 25% | 19% | 32% | 13% |
| | 12% | 27% | 19% | 30% | 12% |
| No. of Available Vehicles | 0 | 1 | 2 | 3 | 4+ |
| | 5% | 26% | 55% | 11% | 2% |
| | 4% | 33% | 48% | 10% | 4% |
| Household Averages | Persons | Workers | Drivers | Vehicles | Tnps/Day |
| | 3.2 | 1.6 | 2.0 | 1.8 | 7.2 |
| | 3.1 | 1.6 | 1.9 | 1.8 | 6.5 |

TOTAL POPULATION: 62,000
44,800

| | | Employment Status | | | | | |
|------------------------------|------------|-------------------|-------------------------|-----------|--------------|---------|------|
| | Population | Licensed Drivers | Full-Time | Part-Time | Work at Home | Student | |
| Male | 30,500 | 67% | 50% | 2% | 3% | 20% | |
| | 21,900 | 66% | 57% | 1% | 1% | 24% | |
| Female | 31,500 | 59% | 28% | 10% | 2% | 22% | |
| | 22,900 | 58% | 27% | 10% | 2% | 25% | |
| | Median | 0-10 | 11-15 | 16-25 | 26-45 | 46-64 | 65+ |
| Age | 30.3 | 23% | 6% | 11% | 39% | 14% | 7% |
| | 29.3 | 21% | 9% | 13% | 37% | 14% | 6% |
| Daily trips/Person (age 11+) | | 2.9 | Daily work trips/Worker | | | | 0.79 |

LEGEND

1991 TTS
1986 TTS

TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Whitby

| Time Period | Trips | % of 24 hr | Trip Purpose Category | | | |
|--|-------------------|--------------|-----------------------|----------------|------------|------------|
| | | | HB-W | HB-S | HB-D | N-HB |
| 6-9 a.m. | 27,500
20,600 | 19.5
21.7 | 62%
60% | 23%
18% | 10%
15% | 5%
6% |
| 24 hours | 141,500
95,200 | | 31%
32% | 9%
11% | 41%
41% | 18%
16% |
| Percentage of tnps made within district: | | | 6-9 a.m. = 41% | 24 hours = 37% | 44% | 42% |

Trips Made to Whitby

| Time Period | Trips | % of 24 hr | Destination Purpose | | | |
|-------------|-------------------|--------------|---------------------|------------|------------|------------|
| | | | Work | School | Home | Other |
| 6-9 a.m. | 21,500
15,200 | 16.9
17.8 | 55%
61% | 27%
18% | 3%
6% | 14%
15% |
| 24 hours | 126,500
85,600 | | 13%
15% | 5%
5% | 46%
47% | 37%
34% |

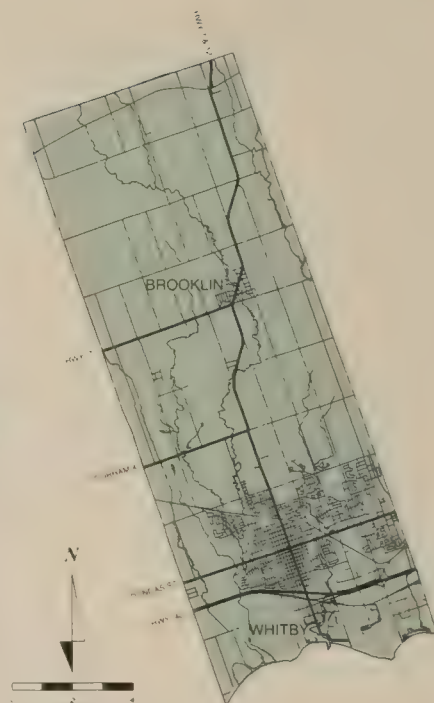
MODE OF TRAVEL

Trips Made by Residents of Whitby

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|--------------------------------|-------------------|--------------|----------------|---------------|--------------|--------------|----------|
| 6-9 a.m. | 27,500
20,600 | 66%
68% | 9%
11% | 5%
5% | 6%
3% | 7%
8% | 7%
5% |
| 24 hours | 141,500
95,200 | 71%
71% | 17%
16% | 2%
3% | 3%
1% | 4%
5% | 3%
3% |
| Mean Trip Length: (kilometres) | | 11.4
11.8 | 11.1
9.7 | 5.7
14.7 | 43.2
41.3 | | |

Trips Made to Whitby

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------|-------------------|-------------|----------------|---------------|----------|--------------|---------|
| 6-9 a.m. | 21,500
15,200 | 68%
69% | 8%
12% | 6%
4% | •
• | 10%
11% | 7%
• |
| 24 hours | 126,500
85,600 | 72%
71% | 17%
17% | 2%
2% | 1%
1% | 5%
6% | 3%
• |

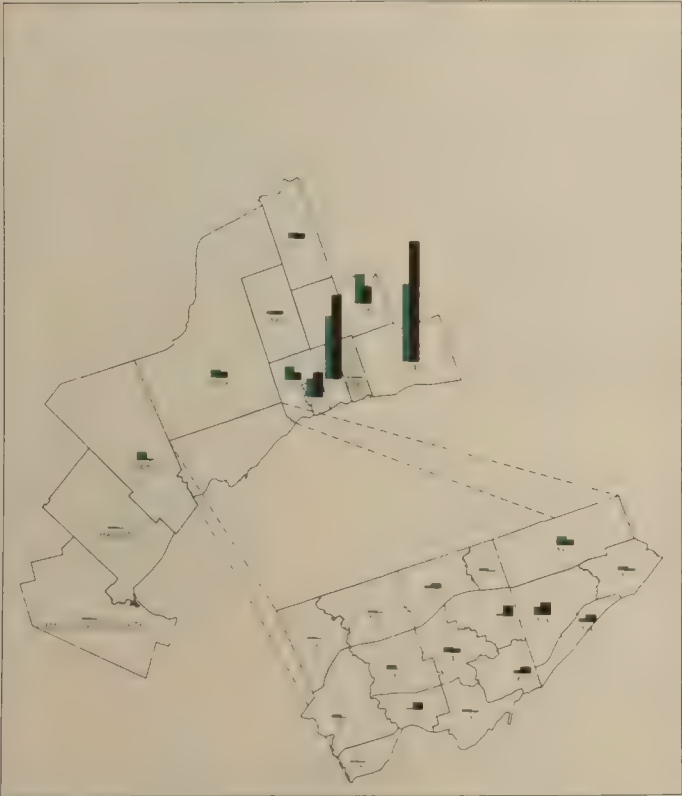


TRANSPORTATION
TOMORROW

University of Toronto
Joint Program in Transportation
Data Management Group

PLANNING DISTRICT 23: CITY OF OSHAWA
24 - HOUR WORK TRIPS

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 23



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 23



PLANNING DISTRICT 23: CITY OF OSHAWA

REGIONAL MUNICIPALITY OF DURHAM

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 46,900
42,000

| | | | | | |
|---------------------------|-----------------------|-----------------------|-----------------------|------------------------|-----------------------|
| Dwelling Type | House: 75%
76% | | Other: 25%
24% | | |
| Household Size (persons) | 1
17%
16% | 2
37%
29% | 3
22%
21% | 4
17%
23% | 5+
7%
11% |
| No. of Available Vehicles | 0
6%
6% | 1
44%
43% | 2
43%
39% | 3
6%
8% | 4+
2%
3% |
| Household Averages | Persons
2.6
2.9 | Workers
1.4
1.5 | Drnvers
1.8
1.8 | Vehicles
1.5
1.6 | Tnps/Da
6.1
6.3 |

TOTAL POPULATION: 123,500
119,900

| | | | | | | | |
|-------------------------------|------------------|--------------------------------------|------------|------------|--------------|------------|----------|
| | | Employment Status | | | | | |
| | Population | Licensed Drivers | Full-Time | Part-Time | Work at Home | Student | |
| Male | 59,500
59,600 | 74%
70% | 53%
58% | 2%
1% | 2%
1% | 17%
21% | |
| Female | 64,000
60,400 | 65%
57% | 31%
28% | 11%
9% | 1%
2% | 22%
23% | |
| | Median | 0-10 | 11-15 | 16-25 | 26-45 | 46-64 | 65+ |
| Age | 31.8
29.7 | 16%
17% | 5%
8% | 14%
17% | 36%
35% | 20%
17% | 9%
7% |
| Daily trips/Person (age 11+): | 2.8
2.6 | Daily work tnps/Worker: 0.75
0.75 | | | | | |

LEGEND

1991 TTS
1986 TTS

TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Oshawa

| Time Period | Trips | % of 24 hr | Trip Purpose Category | | | |
|--|--------------------|--------------|-----------------------|------------|------------|------------|
| | | | HB-W | HB-S | HB-D | N-HB |
| 6-9 a.m. | 54,000
53,800 | 18.7
20.5 | 57%
59% | 19%
21% | 16%
14% | 8%
7% |
| 24 hours | 288,500
262,500 | | 31%
33% | 10%
11% | 42%
41% | 17%
15% |
| Percentage of tnps made within district: | 6-9 a.m. = | 56%
66% | 24 hours = | 62%
71% | | |

Trips Made to Oshawa

| Time Period | Trips | % of 24 hr | Destination Purpose | | | |
|-------------|--------------------|--------------|---------------------|------------|------------|------------|
| | | | Work | School | Home | Other |
| 6-9 a.m. | 46,500
50,800 | 16.7
19.4 | 57%
58% | 23%
23% | 5%
4% | 15%
15% |
| 24 hours | 277,000
262,500 | | 16%
16% | 5%
5% | 42%
42% | 37%
37% |

MODE OF TRAVEL

Trips Made by Residents of Oshawa

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|--------------------------------|--------------------|-------------|----------------|---------------|--------------|--------------|----------|
| 6-9 a.m. | 54,000
53,800 | 69%
65% | 13%
14% | 6%
6% | 2%
1% | 6%
12% | 3%
1% |
| 24 hours | 288,500
262,500 | 72%
68% | 17%
18% | 5%
4% | 1%
0% | 4%
8% | 1%
1% |
| Mean Trip Length: (kilometres) | | 9.8
8.5 | 9.2
8.3 | 5.3
5.3 | 50.5
46.7 | | |

Trips Made to Oshawa

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------|--------------------|-------------|----------------|---------------|----------|--------------|----------|
| 6-9 a.m. | 46,500
50,800 | 72%
67% | 11%
13% | 2%
6% | 0%
0% | 7%
13% | 3%
1% |
| 24 hours | 277,000
262,500 | 72%
68% | 17%
18% | 4%
4% | 1%
0% | 4%
8% | 1%
1% |



PLANNING DISTRICT 24: MUNICIPALITY OF CLARINGTON

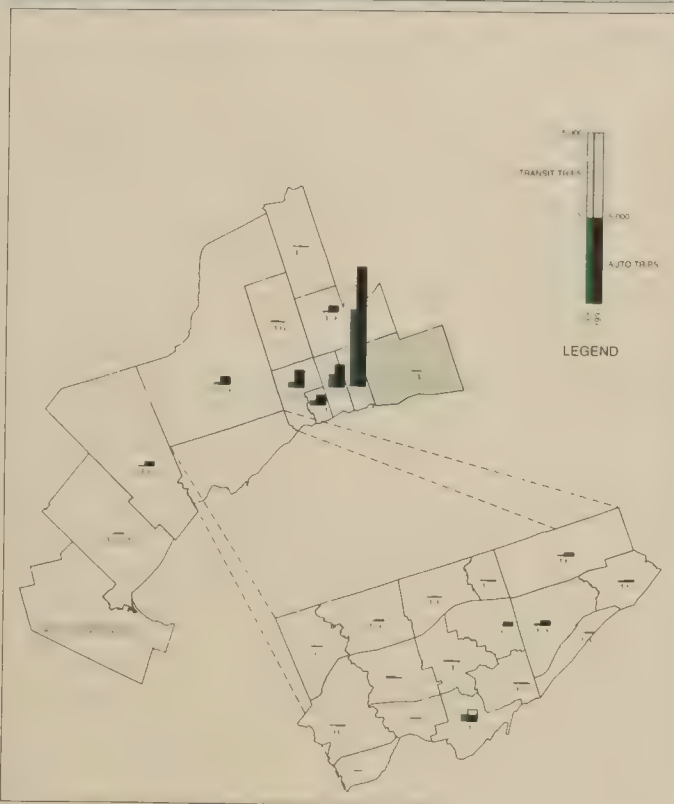
24 - HOUR WORK TRIPS

64

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 24



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 24



PLANNING DISTRICT 24: MUNICIPALITY OF CLARINGTON

REGIONAL MUNICIPALITY OF DURHAM

65

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 16,400
11 000

| | | | | | |
|---------------------------|---------|---------|---------|----------|----------|
| Dwelling Type | House: | 94% | Other: | 6% | |
| | | 90% | | 10% | |
| Household Size (persons) | 1 | 2 | 3 | 4 | 5+ |
| | 11% | 32% | 23% | 23% | 11% |
| | 11% | 30% | 20% | 28% | 12% |
| No. of Available Vehicles | 0 | 1 | 2 | 3 | 4+ |
| | 3% | 30% | 51% | 11% | 4% |
| | 5% | 32% | 46% | 13% | 4% |
| Household Averages | Persons | Workers | Drivers | Vehicles | Tnps/Day |
| | 3.0 | 1.4 | 2.0 | 1.8 | 6.5 |
| | 3.0 | 1.5 | 2.0 | 1.8 | 6.0 |

TOTAL POPULATION: 49,000
33 000

| | | Employment Status | | | | | |
|-------------------------------|------------------|-------------------|------------|-------------------------------|--------------|------------|---------|
| | Population | Licensed Drivers | Full-Time | Part-Time | Work at Home | Student | |
| Male | 24,500
16 700 | 71%
70% | 47%
54% | 2%
2% | 4%
2% | 20%
23% | |
| Female | 24,500
16 400 | 63%
61% | 27%
25% | 9%
11% | 2%
2% | 19%
19% | |
| Age | Median | 0-10 | 11-15 | 16-25 | 26-45 | 46-64 | 65+ |
| | 31.1
31.7 | 21%
16% | 6%
- | 10%
15% | 38%
33% | 15%
19% | 9%
- |
| Daily trips/Person (age 11+): | | | 2.7 | Daily work trips/Worker: 0.77 | | | |



TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Clarington

| Time Period | Trips | % of 24 hr. | Trip Purpose Category | | | |
|---|-------------------|--------------|-----------------------|------------|------------|------------|
| | | | HB-W | HB-S | HB-D | N-HB |
| 6 - 9 a.m. | 20,500
13,700 | 19.4
20.9 | 54%
59% | 23%
25% | 16%
11% | 7%
5% |
| 24 hours | 106,500
65,500 | | 30%
33% | 9%
13% | 43%
40% | 17%
14% |
| Percentage of tnps made within district: 6-9 a.m. = | | | 42% | 24 hours = | | |
| | | | 51% | | | 50% |

Trips Made to Clarington

| Time Period | Trips | % of 24 hr. | Destination Purpose | | | |
|-------------|--------|-------------|---------------------|--------|------|-------|
| | | | Work | School | Home | Other |
| 6 - 9 a.m. | 12,000 | 15.2 | 48% | 30% | 7% | 15% |
| | 11,000 | 20.4 | 59% | 29% | 4% | 8% |
| 24 hours | 79,000 | | 10% | 5% | 56% | 30% |
| | 54,000 | | 16% | 7% | 52% | 25% |

MODE OF TRAVEL

Trips Made by Residents of Clarington

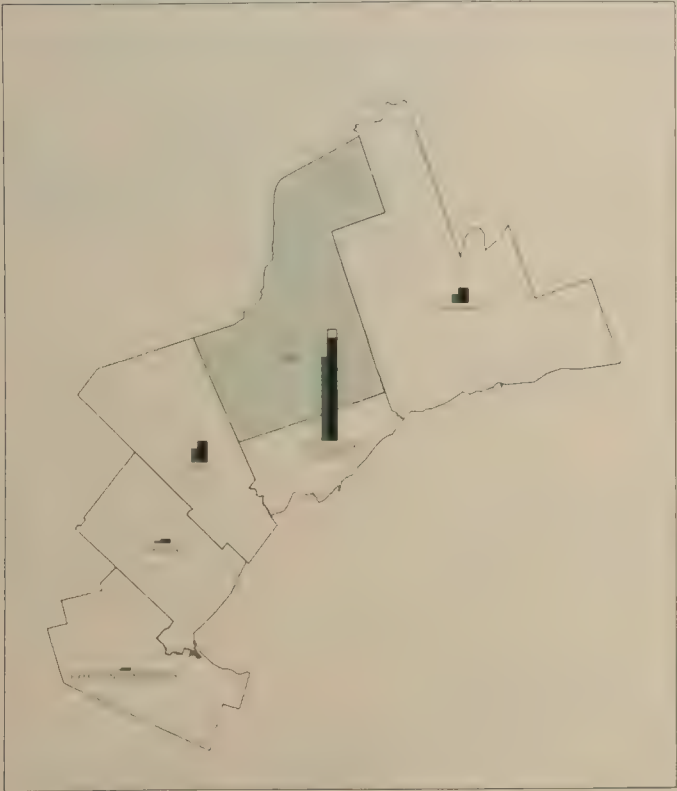
| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|------------------------------|-------------------|--------------|----------------|---------------|--------------|--------------|------------|
| 6 - 9 a.m. | 20,500
13,700 | 72%
65% | 9%
12% | 0%
- | 2%
- | 5%
11% | 12%
10% |
| 24 hours | 106,500
65,500 | 75%
70% | 15%
17% | 0%
1% | 1%
0% | 3%
7% | 5%
5% |
| Mean Tnp Length (kilometres) | | 13.3
13.4 | 10.9
12.8 | 15.5
18.4 | 61.1
64.8 | | |

Trips Made to Clarington

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------|------------------|-------------|----------------|---------------|----------|--------------|------------|
| 6 - 9 a.m. | 12,000
11,000 | 63%
59% | 8%
13% | -
2% | -
- | 8%
13% | 18%
14% |
| 24 hours | 79,000
54,000 | 74%
68% | 16%
17% | 1%
1% | 1%
0% | 4%
8% | 6%
6% |



ORIGINS OF WORK TRIPS DESTINED FOR YORK REGION



DESTINATIONS OF WORK TRIPS ORIGINATING IN YORK REGION



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 150,500
106,000

| | | | | | |
|---------------------------|-------------------|-----------------|-------------------|-----------------|------------------|
| Dwelling Type | House: 88%
90% | | Other: 12%
10% | | |
| Household Size (persons) | 1
10%
8% | 2
24%
26% | 3
19%
21% | 4
29%
28% | 5+
18%
17% |
| No. of Available Vehicles | 0
3%
1% | 1
29%
28% | 2
50%
51% | 3
13%
12% | 4+
5%
5% |

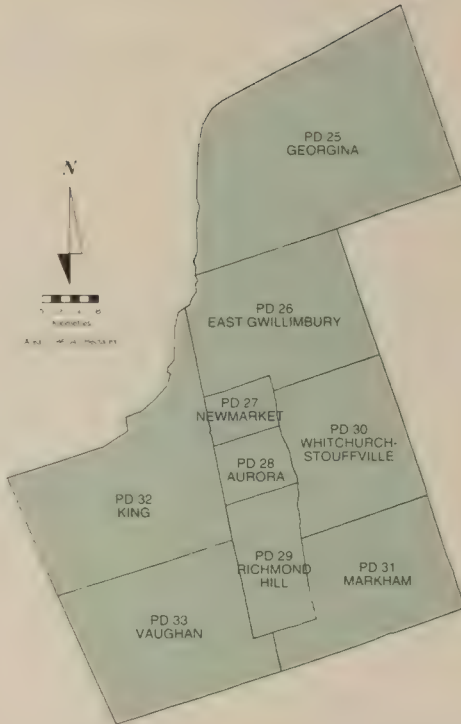
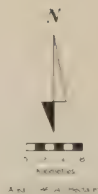
| Household Averages | Persons | Workers | Drivers | Vehicles | Trips/Day |
|--------------------|---------|---------|---------|----------|-----------|
| | 3.3 | 1.7 | 2.1 | 1.9 | 7.2 |
| | 3.3 | 1.7 | 2.1 | 1.9 | 6.6 |

TOTAL POPULATION: 493,500
411,000

| | Population | Licenced Drivers | Employment Status | | | |
|------------------------------|--------------------|------------------|-------------------|-------------------------|--------------|------------|
| | | | Full Time | Part Time | Work at Home | Student |
| Male | 247,500
161,000 | 68%
68% | 48%
48% | 2%
2% | 4%
4% | 25%
25% |
| Female | 246,000
150,000 | 62%
62% | 32%
32% | 8%
8% | 3%
3% | 23%
23% |
| Median | 0-10 | 11-15 | 16-25 | 26-35 | 46-64 | 65+ |
| Age | 31%
31% | 18%
18% | 8%
8% | 13%
15% | 37%
37% | 16%
16% |
| Daily trips/Person (age 11+) | | | 2.7 | Daily work trips/Worker | | |
| | | | | 0.79 | | |

LEGEND

1991 TTS
1991 TTS



TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of York Region

| Time Period | Trips | % of 24 hr. | Trip Purpose Category | | | |
|-------------|----------------------|--------------|-----------------------|------------|------------|------------|
| | | | HB-W | HB-S | HB-D | N-HB |
| 6 - 9 a.m. | 259,500
169,200 | 24.1
24.1 | 54%
62% | 24%
20% | 14%
12% | 8%
6% |
| 24 hours | 1,077,000
702,600 | | 33%
36% | 13%
13% | 38%
36% | 16%
15% |

Percentage of trips made within district: 6-9 a.m. = 54%
48%

Trips Made to York Region

| Time Period | Trips | % of 24 hr. | Destination Purpose | | | |
|-------------|----------------------|--------------|---------------------|------------|------------|-----------|
| | | | Work | School | Home | Other |
| 6 - 9 a.m. | 222,000
147,600 | 22.0
22.2 | 58%
68% | 24%
19% | 3%
3% | 14%
1% |
| 24 hours | 1,012,000
666,000 | | 17%
19% | 6%
6% | 44%
45% | 33%
3% |

MODE OF TRAVEL

Trips Made by Residents of York Region

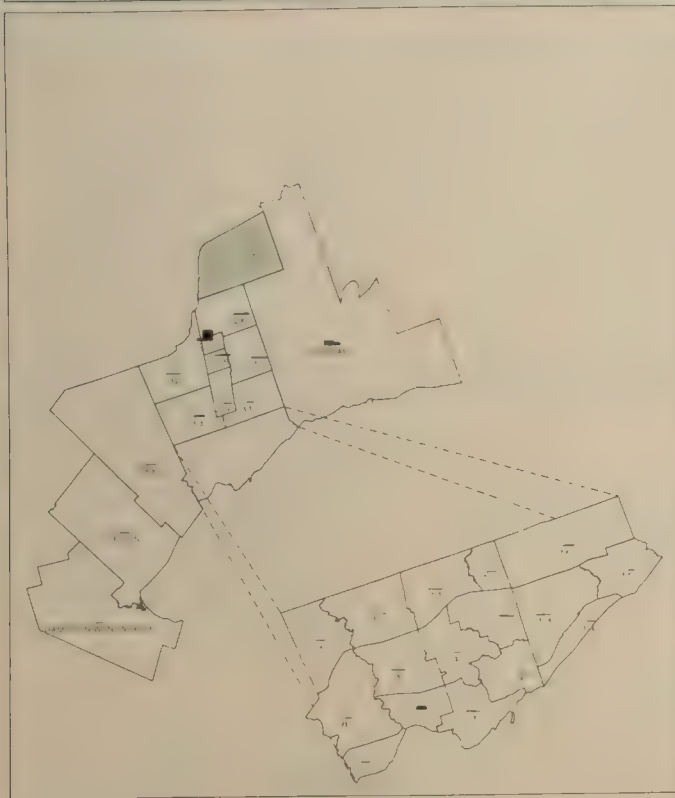
| Time Period | Trips | Auto Driver | Auto Passng. | Local Transit | GO Train | Walk & Cycle | Other |
|-------------------------------|----------------------|--------------|--------------|---------------|--------------|--------------|----------|
| 6 - 9 a.m. | 259,500
169,200 | 65%
66% | 11%
11% | 8%
11% | 2%
1% | 8%
6% | 7%
1% |
| 24 hours | 1,077,000
702,600 | 71%
69% | 14%
14% | 6%
1% | 1%
1% | 5%
5% | 4%
1% |
| Mean Trip Length (kilometres) | | 11.5
12.2 | 9.3
10.5 | 14.2
14.2 | 28.7
30.4 | | |

Trips Made to York Region

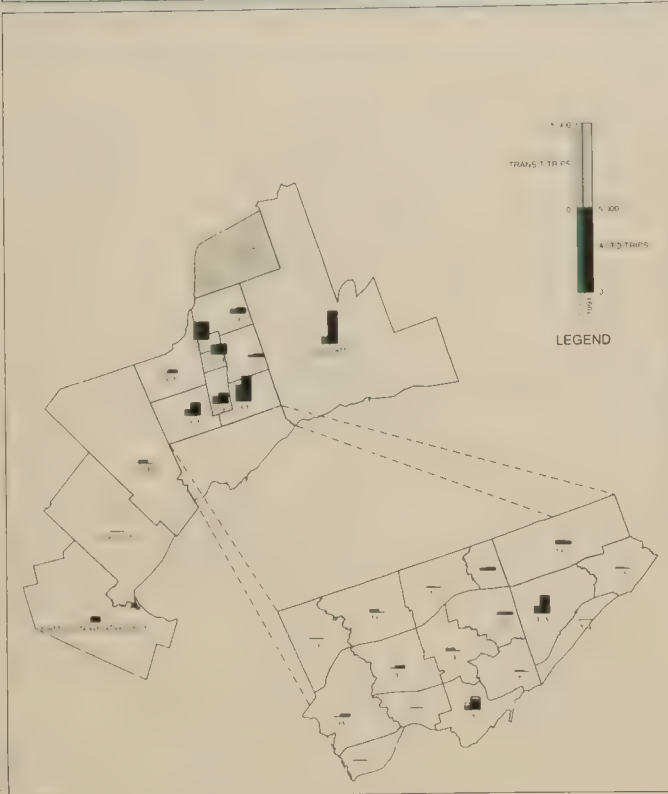
| Time Period | Trips | Auto Driver | Auto Passng. | Local Transit | GO Train | Walk & Cycle | Other |
|-------------|----------------------|-------------|--------------|---------------|----------|--------------|----------|
| 6 - 9 a.m. | 222,000
147,600 | 68%
68% | 11%
11% | 4%
6% | | 9%
9% | 8%
1% |
| 24 hours | 1,012,000
666,000 | 71%
70% | 15%
15% | 4%
5% | 0%
0% | 5%
5% | 4%
1% |

PLANNING DISTRICT 25: TOWN OF GEORGINA
24 - HOUR WORK TRIPS

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 25



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 25



PLANNING DISTRICT 25: TOWN OF GEORGINA

REGIONAL MUNICIPALITY OF YORK

69

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 10,500
8,700

| | | | | | |
|---------------------------|-------------------|---------|------------------|----------|-----------|
| Dwelling Type | House: 89%
94% | | Other: 11%
6% | | |
| Household Size (persons) | 1 | 2 | 3 | 4 | 5+ |
| | 13% | 37% | 18% | 23% | 10% |
| | 14% | 34% | 19% | 19% | 14% |
| No. of Available Vehicles | 0 | 1 | 2 | 3 | 4+ |
| | 6% | 31% | 49% | 10% | * |
| | 5% | 35% | 43% | 14% | 4% |
| Household Averages | Persons | Workers | Drivers | Vehicles | Trips/Day |
| | 2.8 | 1.5 | 2.0 | 1.8 | 5.2 |
| | 2.9 | 1.4 | 1.9 | 1.8 | 5.3 |

TOTAL POPULATION: 30,000
25,100

| | | | Employment Status | | | | |
|------------------------------|--------------|------------------|-------------------|------------|---------------------------------------|------------|-----------|
| | Population | Licensed Drivers | Full-Time | Part-Time | Work at Home | Student | |
| Male | 16,000 | 73% | 48% | * | 6% | 18% | |
| | 12,500 | 70% | 53% | | 4% | 21% | |
| Female | 14,000 | 67% | 39% | 5% | 5% | 17% | |
| | 12,600 | 61% | 29% | 8% | 2% | 21% | |
| | Median | 0-10 | 11-15 | 16-25 | 26-45 | 46-64 | 65+ |
| Age | 31.0
30.8 | 17%
18% | 5%
5% | 13%
12% | 40%
34% | 14%
17% | 9%
11% |
| Daily trips/Person (age 11+) | | | 2.2
2.3 | | Daily work trips/Worker: 0.80
0.84 | | |

TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Georgina

| Time Period | Trips | % of 24 hr | Trip Purpose Category | | | |
|--|------------------|--------------|-----------------------|-----------------------|------------|------------|
| | | | HB-W | HB-S | HB-D | N-HB |
| 6-9 a.m. | 13,500
9,700 | 24.6
21.0 | 70%
63% | 10%
17% | 12%
13% | 8%
7% |
| 24 hours | 54,000
46,300 | | 42%
37% | 6%
10% | 34%
38% | 17%
15% |
| Percentage of trips made within district | | | 6-9 a.m. = 29%
40% | 24 hours = 33%
48% | | |

Trips Made to Georgina

| Time Period | Trips | % of 24 hr | Destination Purpose | | | |
|-------------|----------------|--------------|---------------------|------------|------------|------------|
| | | | Work | School | Home | Other |
| 6-9 a.m. | 5,000
4,700 | 14.4
13.4 | 52%
46% | 23%
32% | *
4% | 19%
17% |
| 24 hours | 35,500 | | 11%
10% | 4%
6% | 62%
58% | 23%
24% |

MODE OF TRAVEL

Trips Made by Residents of Georgina

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------------------------|------------------|--------------|----------------|---------------|----------|--------------|------------|
| 6-9 a.m. | 13,500
9,700 | 78%
70% | 8%
11% | * | * | 4%
13% | 11%
13% |
| 24 hours | 54,000
46,300 | 78%
74% | 13%
15% | * | 0% | 2%
2% | 7%
7% |
| Mean Trip Length (kilometres) | | 26.1
21.7 | 21.5
23.2 | 51.2 | 59.0 | | |

Trips Made to Georgina

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------|----------------|-------------|----------------|---------------|----------|--------------|------------|
| 6-9 a.m. | 5,000
4,700 | 65%
59% | 9%
10% | * | * | *
3% | 20%
24% |
| 24 hours | 35,500 | 76%
70% | 13%
14% | 1% | * | 3%
2% | 8%
11% |



PLANNING DISTRICT 26: TOWN OF EAST GWILLIMBURY

24 - HOUR WORK TRIPS

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 26



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 26



PLANNING DISTRICT 26: TOWN OF EAST GWILLIMBURY

REGIONAL MUNICIPALITY OF YORK

71

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 5,600
4,300

| | | | | | |
|---------------------------|---------|---------|---------|----------|-----------|
| Dwelling Type | House: | 98% | Other: | 2% | |
| | | 95% | | 5% | |
| Household Size (persons) | 1 | 2 | 3 | 4 | 5+ |
| | 6% | 22% | 20% | 36% | 16% |
| | 4% | 32% | 22% | 28% | 14% |
| No. of Available Vehicles | 0 | 1 | 2 | 3 | 4+ |
| | * | 17% | 51% | 22% | 7% |
| | | 22% | 46% | 21% | 9% |
| Household Averages | Persons | Workers | Drivers | Vehicles | Trips/Day |
| | 3.3 | 1.7 | 2.3 | 2.2 | 7.7 |
| | 3.2 | 1.8 | 2.1 | 2.2 | 6.7 |

TOTAL POPULATION: 18,500
13,900

| | | Employment Status | | | | | |
|-------------------------------|------------|-------------------|--------------------------|-----------|--------------|---------|------|
| | Population | Licensed Drivers | Full-Time | Part-Time | Work at Home | Student | |
| Male | 9,000 | 71% | 48% | * | 3% | 25% | |
| | 7,000 | 68% | 61% | 1% | 1% | 22% | |
| Female | 9,500 | 65% | 32% | 13% | 3% | 26% | |
| | 7,000 | 65% | 31% | 9% | 2% | 24% | |
| | Median | 0-10 | 11-15 | 16-25 | 26-45 | 46-64 | 65+ |
| Age | 31.4 | 16% | 11% | 13% | 37% | 17% | 5% |
| | 30.9 | 19% | 8% | 12% | 37% | 18% | 5% |
| Daily trips/Person (age 11+): | | 2.7 | Daily work trips/Worker: | | | | 0.84 |
| | | 2.6 | | | | | 0.76 |



TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of East Gwillimbury

| Time Period | Trips | % of 24 hr | Trip Purpose Category | | | |
|--|------------------|--------------|-----------------------|-----------------------|------------|------------|
| | | | HB-W | HB-S | HB-D | N-HB |
| 6-9 a.m. | 11,500
6,800 | 26.4
23.3 | 47%
67% | 24%
18% | 15%
10% | 15%
5% |
| 24 hours | 43,000
20,500 | | 33%
26% | 14%
11% | 37%
26% | 17%
16% |
| Percentage of trips made within district | | | 6-9 a.m. = 17%
11% | 24 hours = 18%
13% | | |

Trips Made to East Gwillimbury

| Time Period | Trips | % of 24 hr | Destination Purpose | | | |
|-------------|------------------|-------------|---------------------|------------|------------|------------|
| | | | Work | School | Home | Other |
| 6-9 a.m. | 3,000
1,600 | 10.8
9.6 | 33%
51% | 35%
22% | 11%
* | 21%
23% |
| 24 hours | 25,500
12,000 | | 6%
5% | 4%
2% | 67%
71% | 23%
20% |

MODE OF TRAVEL

Trips Made by Residents of East Gwillimbury

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------------------------|------------------|--------------|----------------|---------------|--------------|--------------|------------|
| 6-9 a.m. | 11,500
6,800 | 75%
69% | 8%
13% | * | * | 4%
3% | 13%
10% |
| 24 hours | 43,000
20,500 | 77%
76% | 11%
14% | 1%
2% | 0%
0% | 3%
2% | 7%
6% |
| Mean Trip Length (kilometres) | | 18.7
18.3 | 19.1
16.6 | 20.0
21.9 | 50.7
51.4 | | |

Trips Made to East Gwillimbury

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------|------------------|-------------|----------------|---------------|----------|--------------|------------|
| 6-9 a.m. | 3,000
1,600 | 58%
67% | 9%
8% | * | * | 16%
14% | 16%
10% |
| 24 hours | 25,500
12,000 | 73%
73% | 13%
14% | 0%
1% | * | 5%
3% | 9%
7% |

LEGEND

1991 TTS

1991 TTS



PLANNING DISTRICT 27: TOWN OF NEWMARKET

24 - HOUR WORK TRIPS

72

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 27



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 27



PLANNING DISTRICT 27: TOWN OF NEWMARKET

REGIONAL MUNICIPALITY OF YORK

73

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 14,200
10,700

| | | | | | |
|---------------------------|-------------------|------------|------------------|------------|------------|
| Dwelling Type | House: 91%
88% | | Other: 9%
12% | | |
| Household Size (persons) | 1 | 2 | 3 | 4 | 5+ |
| | 11%
9% | 29%
27% | 13%
21% | 32%
30% | 15%
13% |
| No. of Available Vehicles | 0 | 1 | 2 | 3 | 4+ |
| | 4%
5% | 36%
32% | 44%
51% | 11%
9% | 6%
3% |
| Household Averages | Persons | Workers | Drivers | Vehicles | Trips/Day |
| | 3.1 | 1.7 | 2.0 | 1.8 | 7.2 |
| | 3.2 | 1.7 | 1.9 | 1.7 | 6.7 |

TOTAL POPULATION: 44,500
14,200

| | | Employment Status | | | | | |
|------------------------------|------------|-------------------|-----------|-------------------------|--------------|---------|-----|
| | Population | Licensed Drivers | Full-Time | Part-Time | Work at Home | Student | |
| Male | 23,500 | 69% | 49% | 5% | 2% | 24% | |
| | 16,600 | 65% | 56% | 1% | 1% | 24% | |
| Female | 21,000 | 61% | 33% | 11% | 1% | 23% | |
| | 17,300 | 57% | 32% | 9% | 2% | 23% | |
| Age | Median | 0-10 | 11-15 | 16-25 | 26-45 | 46-64 | 65+ |
| | 33.0 | 16% | 11% | 11% | 39% | 15% | 8% |
| | 29.5 | 19% | 10% | 15% | 38% | 12% | 8% |
| Daily trips/Person (age 11+) | | 2.7 | | Daily work trips/Worker | | 0.77 | |

TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Newmarket

| Time Period | Trips | % of 24 hr. | HB-W | HB-S | HB-D | N-HB |
|---|----------------|----------------|------|------|------|------|
| 6-9 a.m. | 23,000 | 22.7 | 57% | 28% | 10% | 5% |
| | 17,300 | 24.1 | 60% | 19% | 14% | 7% |
| 24 hours | 102,000 | | 33% | 14% | 38% | 16% |
| | 72,100 | | 34% | 13% | 39% | 14% |
| Percentage of trips made within district: | 6-9 a.m. = 44% | 24 hours = 55% | 45% | | | |

Trips Made to Newmarket

| Time Period | Trips | % of 24 hr. | Work | School | Home | Other |
|-------------|---------|-------------|------|--------|------|-------|
| 6-9 a.m. | 18,500 | 18.0 | 41% | 41% | 2% | 16% |
| | 13,900 | 19.1 | 54% | 25% | 5% | 16% |
| 24 hours | 103,500 | | 12% | 8% | 41% | 39% |

MODE OF TRAVEL

Trips Made by Residents of Newmarket

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|--------------------------------|---------|-------------|----------------|---------------|----------|--------------|-------|
| 6-9 a.m. | 23,000 | 63% | 12% | 3% | 1% | 13% | 9% |
| | 17,300 | 67% | 13% | 4% | 1% | 12% | 1% |
| 24 hours | 102,000 | 68% | 16% | 3% | 1% | 9% | 4% |
| | 72,100 | 68% | 17% | 4% | 1% | 8% | 1% |
| Mean Trip Length: (kilometres) | 13.8 | 9.8 | 15.1 | 46.3 | | | |
| | 13.0 | 9.8 | 20.1 | 44.1 | | | |

Trips Made to Newmarket

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------|---------|-------------|----------------|---------------|----------|--------------|-------|
| 6-9 a.m. | 18,500 | 59% | 9% | 1% | * | 16% | 16% |
| | 13,900 | 63% | 13% | 2% | * | 11% | 1% |
| 24 hours | 103,500 | 68% | 16% | 3% | 0% | 9% | 5% |



TRANSPORTATION
TOMORROW

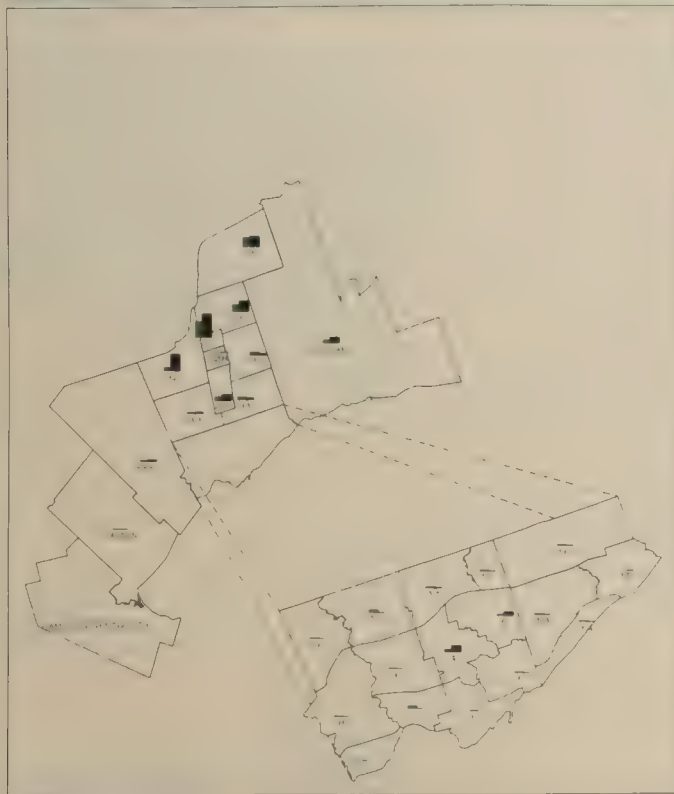
University of Toronto
Joint Program in Transportation
Data Management Group

PLANNING DISTRICT 28: TOWN OF AURORA

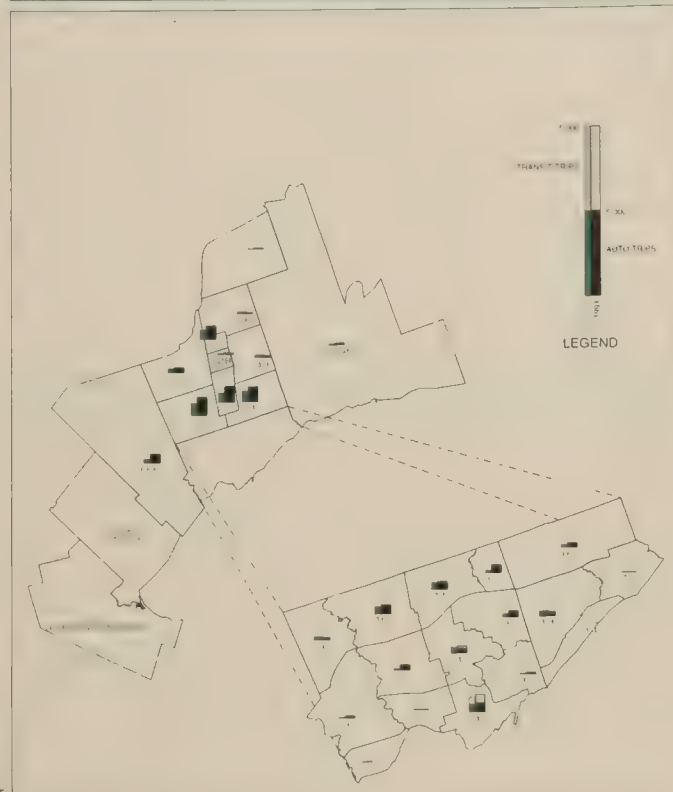
24 - HOUR WORK TRIPS

74

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 28



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 28



PLANNING DISTRICT 28: TOWN OF AURORA

REGIONAL MUNICIPALITY OF YORK

75

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 9,400
6,700

| | | | | | |
|---------------------------|-------------------|---------|-------------------|----------|-----------|
| Dwelling Type | House: 86%
87% | | Other: 14%
13% | | |
| Household Size (persons) | 1 | 2 | 3 | 4 | 5+ |
| | 13% | 30% | 18% | 25% | 14% |
| | 11% | 29% | 27% | 21% | 11% |
| No. of Available Vehicles | 0 | 1 | 2 | 3 | 4+ |
| | 4% | 32% | 51% | 10% | 4% |
| | 5% | 31% | 48% | 13% | 3% |
| Household Averages | Persons | Workers | Drivers | Vehicles | Trips/Day |
| | 3.0 | 1.7 | 2.0 | 1.8 | 7.2 |
| | 3.0 | 1.7 | 2.0 | 1.8 | 6.5 |

TOTAL POPULATION: 28,000
19,800

| | | Employment Status | | | | | | |
|-------------------------------|------------|-------------------|--------------------------|-----------|--------------|---------|-----|------|
| | Population | Licensed Drivers | Full-Time | Part-Time | Work at Home | Student | | |
| Male | 13,500 | 70% | 53% | 2% | 4% | 22% | | |
| | 9,500 | 72% | 63% | 1% | * | 18% | | |
| Female | 14,500 | 62% | 34% | 9% | 3% | 21% | | |
| | 10,300 | 62% | 32% | 10% | 1% | 20% | | |
| | Median | 0-10 | 11-15 | 16-25 | 26-45 | 46-64 | 65+ | |
| Age | 32.0 | 20% | 7% | 11% | 38% | 18% | 6% | |
| | 30.9 | 17% | 6% | 16% | 36% | 17% | 6% | |
| Daily tnp/s/Person (age 11+): | | 3.0 | Daily work tnp/s/Worker: | | | | | 0.79 |
| | | 2.6 | | | | | | 0.80 |

TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Aurora

| Time Period | Trips | % of 24 hr | Trip Purpose Category | | | |
|--|------------------|--------------|-----------------------|------------|------------|----------|
| | | | HB-W | HB-S | HB-D | N-HB |
| 6 - 9 a.m. | 15,000
10,300 | 22.0
23.9 | 59%
68% | 20%
14% | 12%
13% | 8%
5% |
| 24 hours | 68,000
43,200 | 32%
38% | 10%
10% | 38%
36% | 19%
16% | |
| Percentage of trips made within district | 6-9 a.m. | 35% | 24 hours | 40% | | |
| | | 30% | | 37% | | |

Trips Made to Aurora

| Time Period | Trips | % of 24 hr | Destination Purpose | | | |
|-------------|------------------|--------------|---------------------|------------|------------|------------|
| | | | Work | School | Home | Other |
| 6 - 9 a.m. | 11,500
7,900 | 18.9
21.1 | 54%
57% | 27%
23% | 3%
5% | 16%
14% |
| 24 hours | 60,000
37,700 | | 13%
16% | 5%
6% | 45%
47% | 36%
30% |

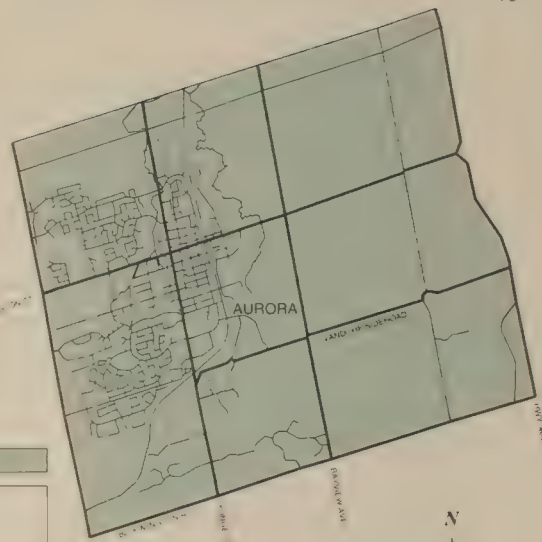
MODE OF TRAVEL

Trips Made by Residents of Aurora

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------------------------|------------------|--------------|----------------|---------------|--------------|--------------|----------|
| 6 - 9 a.m. | 15,000
10,300 | 69%
71% | 10%
9% | 4%
6% | 1%
1% | 11%
9% | 4%
4% |
| 24 hours | 68,000
43,200 | 74%
72% | 13%
14% | 3%
4% | 1%
1% | 7%
6% | 2%
3% |
| Mean Trip Length (kilometres) | | 12.4
12.6 | 8.4
10.2 | 23.6
25.5 | 38.4
36.6 | | |

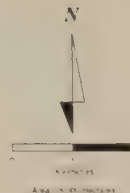
Trips Made to Aurora

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------|------------------|-------------|----------------|---------------|----------|--------------|----------|
| 6 - 9 a.m. | 11,500
7,900 | 63%
64% | 17%
14% | 1%
2% | * | 14%
12% | 4%
8% |
| 24 hours | 60,000
37,700 | 72%
71% | 17%
15% | 2%
3% | 0%
0% | 8%
7% | 2%
4% |



LEGEND

1991 TTS
1986 TTS



**TRANSPORTATION
TOMORROW**



University of Toronto
Joint Program in Transportation
Data Management Group

PLANNING DISTRICT 29: TOWN OF RICHMOND HILL

24 - HOUR WORK TRIPS

76

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 29



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 29



PLANNING DISTRICT 29: TOWN OF RICHMOND HILL

REGIONAL MUNICIPALITY OF YORK

77

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 25,500
14,700

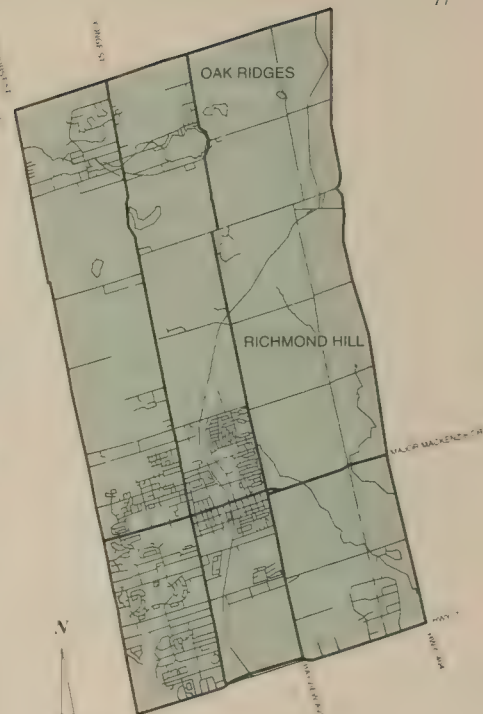
| | | | | | |
|--------------------------|-----------------------|-----------------------|-----------------------|------------------------|----------------------|
| Dwelling Type | House: 79%
81% | | Other: 21%
19% | | |
| Household Size (persons) | 1
13%
10% | 2
26%
31% | 3
21%
21% | 4
24%
23% | 5+
15%
15% |
| No of Available Vehicles | 0
4%
6% | 1
35%
30% | 2
49%
48% | 3
10%
10% | 4+
2%
6% |
| Household Averages | Persons
3.1
3.1 | Workers
1.5
1.7 | Drivers
2.0
2.0 | Vehicles
1.7
1.8 | Tnps/D
6.8
6.1 |

TOTAL POPULATION: 78,000
45,200

| | Population | Licenced Drivers | Employment Status | | | | |
|------------------------------|------------------|---------------------------------------|-------------------|------------|--------------|------------|----------|
| | | | Full-Time | Part-Time | Work at Home | Student | |
| Male | 38,500
22,100 | 68%
72% | 47%
56% | 2%
1% | 3%
1% | 26%
21% | |
| Female | 40,000
23,100 | 62%
60% | 30%
35% | 8%
9% | 3%
2% | 23%
23% | |
| | Median | 0-10 | 11-15 | 16-25 | 26-45 | 46-64 | 65+ |
| Age | 31.6
30.1 | 19%
16% | 8%
6% | 12%
18% | 37%
33% | 16%
19% | 7%
7% |
| Daily tnps/Person (age 11+): | 2.8
2.4 | Daily work trips/Worker: 0.79
0.76 | | | | | |

LEGEND

1991 TTS



TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Richmond Hill

| Time Period | Tnps | % of 24 hr. | Trip Purpose Category | | | |
|---|-------------------|--------------|-----------------------|------------|------------|-----------|
| | | | HB-W | HB-S | HB-D | N-HB |
| 6-9 a.m. | 41,500
21,900 | 23.8
24.3 | 55%
65% | 22%
20% | 16%
10% | 7%
1% |
| 24 hours | 174,500
90,200 | | 31%
38% | 12%
13% | 41%
36% | 16%
1% |
| Percentage of trips made within district: 6-9 a.m. = 31% 24 hours = 39% | | | | | | |
| | | | | | | |

Trips Made to Richmond Hill

| Time Period | Tnps | % of 24 hr. | Destination Purpose | | | |
|-------------|-------------------|--------------|---------------------|------------|------------|------------|
| | | | Work | School | Home | Other |
| 6-9 a.m. | 32,500
16,700 | 20.7
19.7 | 53%
64% | 25%
21% | 5%
3% | 17%
12% |
| 24 hours | 156,500
85,000 | | 14%
17% | 6%
6% | 47%
47% | 34%
31% |

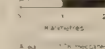
MODE OF TRAVEL

Trips Made by Residents of Richmond Hill

| Time Period | Tnps | Auto Driver | Auto Passng. | Local Transit | GO Train | Walk & Cycle | Other |
|--------------------------------|-------------------|-------------|--------------|---------------|--------------|--------------|----------|
| 6-9 a.m. | 41,500
21,900 | 63%
66% | 10%
9% | 11%
12% | 4%
1% | 5%
5% | 7%
7% |
| 24 hours | 174,500
90,200 | 70%
69% | 13%
13% | 7%
8% | 2%
1% | 3%
4% | 4%
5% |
| Mean Trip Length: (kilometres) | | 9.5
10.7 | 8.2
8.7 | 13.4
15.7 | 24.3
24.5 | | |

Trips Made to Richmond Hill

| Time Period | Tnps | Auto Driver | Auto Passng. | Local Transit | GO Train | Walk & Cycle | Other |
|-------------|-------------------|-------------|--------------|---------------|----------|--------------|------------|
| 6-9 a.m. | 32,500
16,700 | 66%
67% | 11%
11% | 6%
6% | •
• | 6%
7% | 11%
10% |
| 24 hours | 156,500
85,000 | 70%
69% | 15%
15% | 6%
6% | 1%
1% | 3%
4% | 4%
5% |



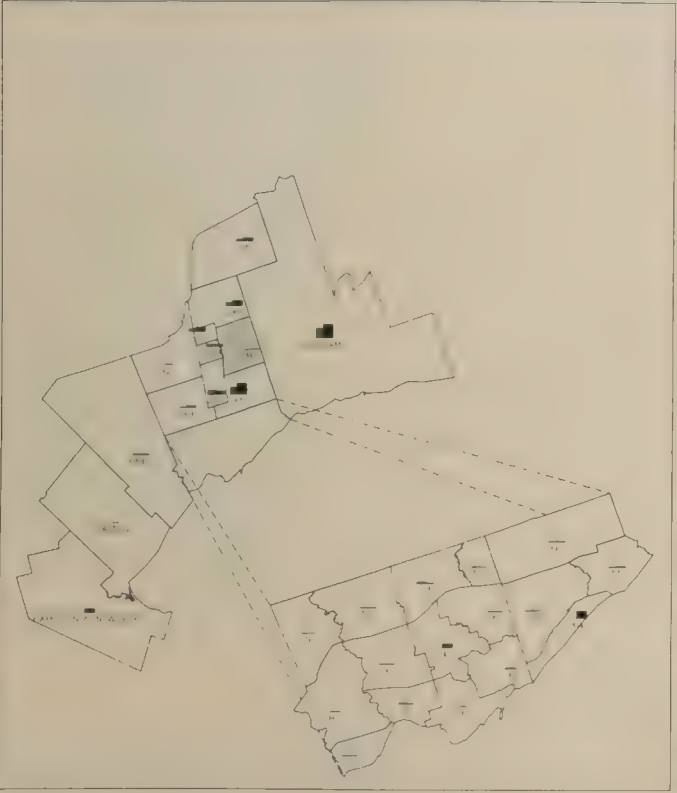
TRANSPORTATION
TOMORROW

University of Toronto
Joint Program in Transportation
Data Management Group

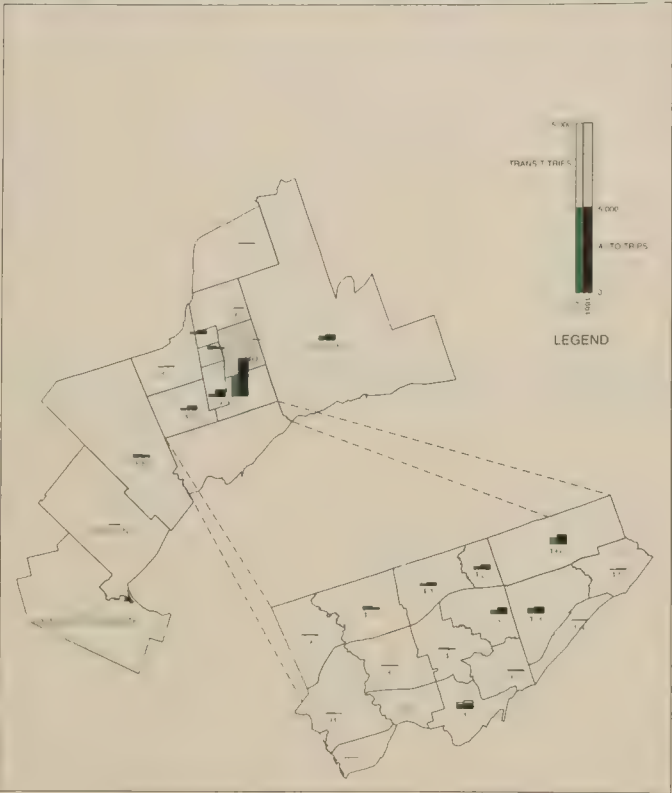
PLANNING DISTRICT 30: TOWN OF WHITCHURCH-STOUFFVILLE

24 - HOUR WORK TRIPS

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 30



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 30



PLANNING DISTRICT 30: TOWN OF WHITCHURCH-STOUFFVILLE

REGIONAL MUNICIPALITY OF YORK

79

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 6 000
4 900

Dwelling Type House: 90% 89% Other: 10% 11%

Household Size (persons)

| | 1 | 2 | 3 | 4 | 5+ |
|-----|-----|-----|-----|-----|----|
| 12% | 32% | 19% | 23% | 13% | |
| 12% | 29% | 22% | 26% | 12% | |

No. of Available Vehicles

| | 0 | 1 | 2 | 3 | 4+ |
|----|-----|-----|-----|----|----|
| 2% | 31% | 47% | 16% | 6% | |
| 4% | 24% | 47% | 19% | 6% | |

Household Averages

| | Persons | Workers | Drivers | Vehicles | Trips/Day |
|-----|---------|---------|---------|----------|-----------|
| 3.0 | 1.6 | 2.1 | 2.0 | 6.7 | |
| 3.0 | 1.5 | 2.1 | 2.0 | 6.4 | |

TOTAL POPULATION: 18 000
14,600

Employment Status

| | Population | Licensed Drivers | Full-Time | Part-Time | Work at Home | Student | |
|---------------|------------|------------------|-----------|-----------|--------------|---------|-----|
| Male | 9,000 | 73% | 50% | 3% | 6% | 20% | |
| | 7,400 | 74% | 57% | | | | |
| Female | 9,000 | 68% | 30% | 8% | 3% | 20% | |
| | 7,300 | 63% | 28% | | | | |
| Median | | | | | | | |
| Age | 33.0 | 0-10 | 11-15 | 16-25 | 26-45 | 46-64 | 65+ |
| | 30.7 | 18% | 7% | 12% | 35% | 19% | 9% |
| | | 15% | 9% | 13% | 36% | 19% | 7% |

Daily trips/Person (age 11+): 2.8
2.5

Daily work trips/Worker: 0.80
0.77

TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Whitchurch-Stouffville

| Time Period | Trips | % of 24 hr | Trip Purpose Category | | | |
|-------------|--------|------------|-----------------------|------|------|------|
| | | | HB-W | HB-S | HB-D | N-HB |
| 6-9 a.m. | 9,500 | 23.0 | 61% | 22% | 11% | 7% |
| | 6,800 | 21.9 | 62% | 21% | 11% | 7% |
| 24 hours | 41,000 | | 34% | 10% | 39% | 17% |
| | 31,100 | | 33% | 12% | 38% | 17% |

Percentage of trips made within district 6-9 a.m. = 32% 24 hours = 36%
28% 33%

Trips Made to Whitchurch-Stouffville

| Time Period | Trips | % of 24 hr | Destination Purpose | | | |
|-------------|--------|------------|---------------------|--------|------|-------|
| | | | Work | School | Home | Other |
| 6-9 a.m. | 6,000 | 17.6 | 58% | 23% | 4% | 15% |
| | 4,300 | 16.8 | 63% | 23% | 4% | 10% |
| 24 hours | 33,500 | | 14% | 4% | 50% | 32% |
| | 25,300 | | 14% | 5% | 51% | 29% |

MODE OF TRAVEL

Trips Made by Residents of Whitchurch-Stouffville

| Time Period | Trips | Auto Driver | Auto Passng | Local Transit | GO Train | Walk & Cycle | Other |
|--------------------------------|--------|-------------|-------------|---------------|----------|--------------|-------|
| 6-9 a.m. | 9,500 | 73% | 6% | 1% | 1% | 10% | 7% |
| | 6,800 | 70% | 12% | 3% | 2% | 6% | 7% |
| 24 hours | 41,000 | 76% | 13% | 1% | 1% | 7% | 3% |
| | 31,100 | 73% | 15% | 1% | 1% | 5% | 5% |
| Mean Trip Length, (kilometres) | | 13.2 | 11.4 | 30.8 | 40.0 | | |
| | | 15.7 | 14.0 | 29.8 | 35.4 | | |

Trips Made to Whitchurch-Stouffville

| Time Period | Trips | Auto Driver | Auto Passng | Local Transit | GO Train | Walk & Cycle | Other |
|-------------|--------|-------------|-------------|---------------|----------|--------------|-------|
| 6-9 a.m. | 6,000 | 72% | 4% | * | * | 17% | 7% |
| | 4,300 | 65% | 13% | | | 11% | 11% |
| 24 hours | 33,500 | 74% | 13% | 1% | 0% | 9% | 3% |
| | 25,300 | 71% | 16% | 1.6% | 0.6% | 8.6% | 2.6% |



LEGEND

1991 TTS
1991 TTS

1 kilometre
1/2 mile

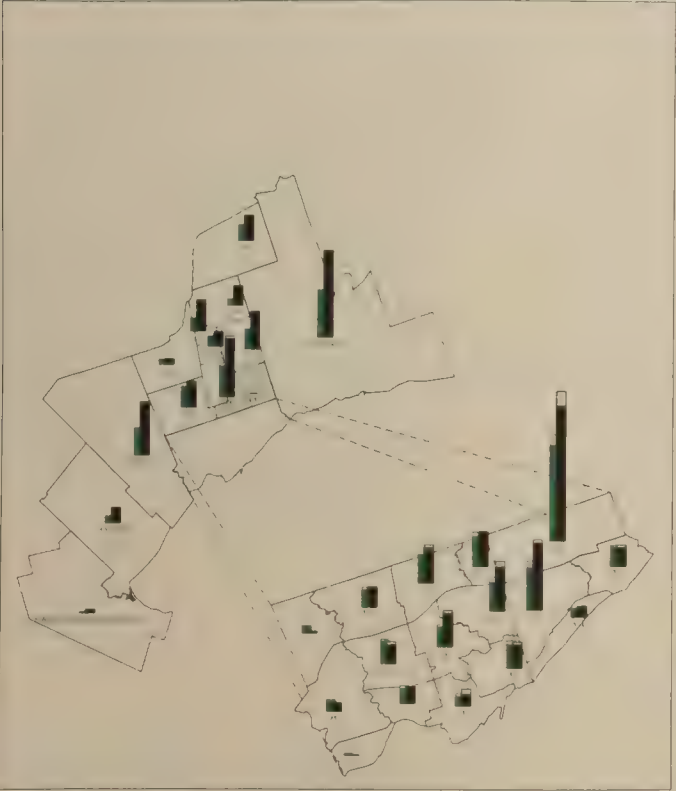
TRANSPORTATION
TOMORROW

University of Toronto
Joint Program in Transportation
Data Management Group

PLANNING DISTRICT 31: TOWN OF MARKHAM

24 - HOUR WORK TRIPS

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 31



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 31



PLANNING DISTRICT 31: TOWN OF MARKHAM

REGIONAL MUNICIPALITY OF YORK

81

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 43,700
33,500

| Dwelling Type | House: 87%
90% | | Other: 13%
10% | | |
|---------------------------|-------------------|------------|-------------------|------------|------------|
| Household Size (persons) | 1 | 2 | 3 | 4 | 5+ |
| | 11%
7% | 21%
23% | 20%
21% | 30%
31% | 19%
18% |
| No. of Available Vehicles | 0 | 1 | 2 | 3 | 4+ |
| | 4%
3% | 28%
26% | 54%
56% | 11%
11% | 4%
5% |
| Household Averages | Persons | Workers | Drivers | Vehicles | Trips/Day |
| | 3.3 | 1.7 | 2.1 | 1.8 | 7.4 |
| | 3.4 | 1.8 | 2.1 | 1.9 | 7.1 |

TOTAL POPULATION: 145,500
112,400

| | | Employment Status | | | | | |
|-------------------------------|------------|-------------------|-----------|--------------------------|--------------|---------|-----|
| | Population | Licensed Drivers | Full-Time | Part-Time | Work at Home | Student | |
| Male | 72,000 | 66% | 48% | 2% | 3% | 27% | |
| | 55,000 | 68% | 54% | 1% | 1% | 29% | |
| Female | 73,500 | 62% | 33% | 8% | 2% | 24% | |
| | 57,400 | 60% | 33% | 9% | 2% | 26% | |
| | Median | 0-10 | 11-15 | 16-25 | 26-45 | 46-64 | 65+ |
| Age | 33.1 | 18% | 9% | 13% | 38% | 16% | 7% |
| | 30.5 | 18% | 9% | 15% | 37% | 15% | 5% |
| Daily trips/Person (age 11+): | | 2.7 | | Daily work trips/Worker: | | 0.79 | |
| | | 2.6 | | | | 0.76 | |



TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Markham

| Time Period | Trips | % of 24 hr. | HB-W | HB-S | HB-D | N-HB |
|---|--------------------|--------------|------------|------------|------------|------------|
| 6 - 9 a.m. | 76,000
55,900 | 23.4
23.7 | 51%
59% | 26%
23% | 16%
12% | 8%
5% |
| 24 hours | 324,500
236,200 | | 32%
35% | 13%
15% | 38%
36% | 16%
15% |
| Percentage of trips made within district: | 6-9 a.m. = | 38% | 24 hours = | 40% | 39% | |

Trips Made to Markham

| Time Period | Trips | % of 24 hr. | Work | School | Home | Other |
|-------------|--------------------|--------------|------------|------------|------------|------------|
| 6 - 9 a.m. | 81,500
55,300 | 24.5
23.6 | 63%
69% | 22%
19% | 3%
3% | 12%
9% |
| 24 hours | 333,000
234,000 | | 20%
21% | 6%
6% | 41%
43% | 33%
30% |

MODE OF TRAVEL

Trips Made by Residents of Markham

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|--------------------------------|--------------------|-------------|----------------|---------------|--------------|--------------|----------|
| 6 - 9 a.m. | 76,000
55,900 | 63%
63% | 11%
10% | 10%
12% | 2%
1% | 9%
8% | 5%
6% |
| 24 hours | 324,500
236,200 | 69%
67% | 14%
14% | 8%
8% | 1%
1% | 6%
6% | 3%
4% |
| Mean Trip Length: (kilometres) | | 9.1
9.8 | 7.9
7.9 | 14.1
13.7 | 21.8
22.8 | | |

Trips Made to Markham

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------|--------------------|-------------|----------------|---------------|----------|--------------|----------|
| 6 - 9 a.m. | 81,500
55,300 | 70%
68% | 11%
10% | 4%
7% | •
• | 10%
8% | 5%
6% |
| 24 hours | 333,000
234,000 | 71%
69% | 15%
15% | 6%
7% | 0%
0% | 6%
6% | 2%
4% |

LEGEND

1991 TTS
1986 TTS



TRANSPORTATION
TOMORROW

University of Toronto
Joint Program in Transportation
Data Management Group

PLANNING DISTRICT 32: TOWNSHIP OF KING

24 - HOUR WORK TRIPS

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 32



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 32



PLANNING DISTRICT 32: TOWNSHIP OF KING

REGIONAL MUNICIPALITY OF YORK

83

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 5,700
5,000

| | | | | | |
|---------------------------|-------------------|----------|---------|----------|----------|
| Dwelling Type | House: 94%
95% | Other: * | 5% | | |
| Household Size (persons) | 1 | 2 | 3 | 4 | 5+ |
| | * | 19% | 28% | 28% | 17% |
| | 9% | 30% | 17% | 25% | 18% |
| No. of Available Vehicles | 0 | 1 | 2 | 3 | 4+ |
| | * | 17% | 33% | 25% | 22% |
| | * | 18% | 47% | 19% | 15% |
| Household Averages | Persons | Workers | Drivers | Vehicles | Trps/Day |
| | 3.6 | 1.7 | 2.6 | 2.7 | 7.3 |
| | 3.2 | 1.8 | 2.3 | 2.4 | 6.6 |

TOTAL POPULATION: 20,500
15,000

| | | | | | | | |
|-------------------------------|------------|-------------------------------|-----------|-----------|--------------|---------|-----|
| | | Employment Status | | | | | |
| | Population | Licensed Drivers | Full-Time | Part-Time | Work at Home | Student | |
| Male | 10,500 | 77% | 45% | * | 11% | 20% | |
| | 8,100 | 77% | 59% | 2% | 2% | 21% | |
| Female | 10,000 | 70% | 21% | 10% | * | 22% | |
| | 7,800 | 69% | 32% | 8% | 4% | 24% | |
| | Median | 0-10 | 11-15 | 16-25 | 26-45 | 46-64 | 65+ |
| Age | 30.5 | 17% | 3% | 21% | 29% | 23% | 6% |
| | 31.6 | 13% | 7% | 20% | 31% | 21% | 7% |
| Daily trips/Person (age 14+): | 2.5 | Daily work trips/Worker: 0.70 | | | | | |
| | 2.4 | 0.72 | | | | | |

TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of King

| Time Period | Trips | % of 24 hr | Trip Purpose Category | | | |
|---|------------|------------|------------------------------|------|------|------|
| | | | HB-W | HB-S | HB-D | N-HB |
| 6-9 a.m. | 10,500 | 25.1 | 50% | 23% | 15% | 12% |
| | 7,900 | 24.1 | 63% | 21% | 11% | 6% |
| 24 hours | 42,000 | | 27% | 11% | 37% | 24% |
| | 32,600 | | 36% | 13% | 34% | 16% |
| Percentage of trips made within district: | 6-9 a.m. = | 12% | 24 hours = | 17% | | |
| | | 11% | | 19% | | |

Trips Made to King

| Time Period | Trips | % of 24 hr | Destination Purpose | | | |
|-------------|--------|------------|----------------------------|--------|------|-------|
| | | | Work | School | Home | Other |
| 6-9 a.m. | 3,500 | 13.3 | 43% | 33% | | 24% |
| | 3,700 | 16.5 | 43% | 40% | 5% | 12% |
| 24 hours | 25,500 | | 9% | 6% | 62% | 23% |

MODE OF TRAVEL

Trips Made by Residents of King

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|--------------------------------|--------|-------------|----------------|---------------|----------|--------------|-------|
| 6-9 a.m. | 10,500 | 70% | 18% | * | * | * | 11% |
| | 7,900 | 75% | 7% | 2% | * | 3% | * |
| 24 hours | 42,000 | 79% | 13% | * | * | * | 6% |
| | 32,600 | 77% | 11% | 1% | * | 2% | * |
| Mean Trip Length: (kilometres) | 16.2 | 10.8 | * | * | | | |
| | 18.3 | 16.9 | 35.6 | * | | | |

Trips Made to King

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------|--------|-------------|----------------|---------------|----------|--------------|-------|
| 6-9 a.m. | 3,500 | 74% | 18% | * | * | * | 3% |
| | 3,700 | 63% | 14% | 3% | * | 6% | 12% |
| 24 hours | 25,500 | 78% | 14% | * | * | 2% | 6% |

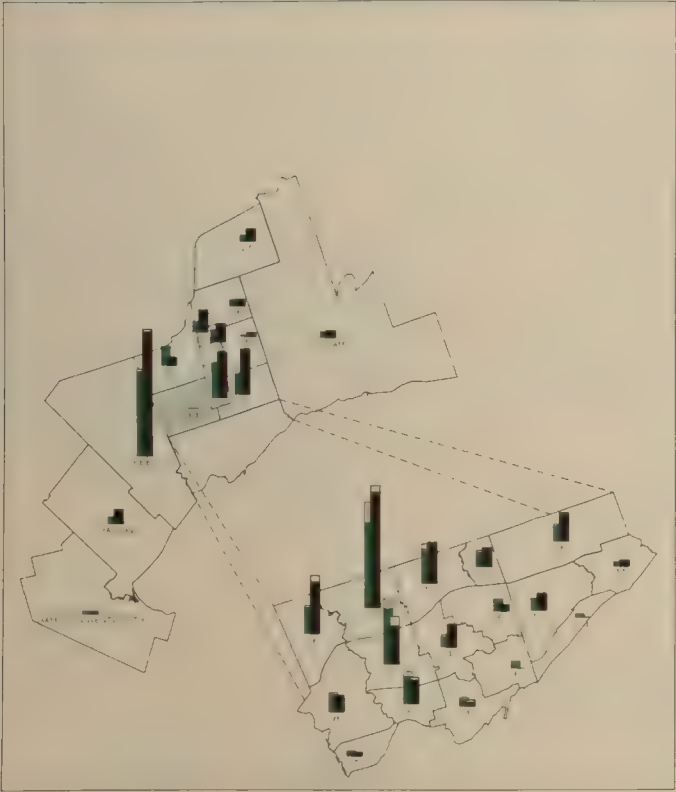


TRANSPORTATION TOMORROW

University of Toronto
Joint Program in Transportation
Data Management Group

PLANNING DISTRICT 33: CITY OF VAUGHAN
24 - HOUR WORK TRIPS

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 33



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 33



PLANNING DISTRICT 33: CITY OF VAUGHAN

REGIONAL MUNICIPALITY OF YORK

85

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 29,800
17,600

| | | | | | |
|---------------------------|---------|---------|---------|----------|-----------|
| Dwelling Type | House: | 94% | Other: | 6% | |
| | | 96% | | 4% | |
| Household Size (persons) | 1 | 2 | 3 | 4 | 5+ |
| | 4% | 18% | 18% | 35% | 24% |
| | 4% | 19% | 19% | 35% | 23% |
| No. of Available Vehicles | 0 | 1 | 2 | 3 | 4+ |
| | 2% | 24% | 54% | 14% | 5% |
| | 2% | 29% | 52% | 11% | 6% |
| Household Averages | Persons | Workers | Drivers | Vehicles | Trips/Day |
| | 3.7 | 1.9 | 2.3 | 2.0 | 7.7 |
| | 3.6 | 2.0 | 2.2 | 1.9 | 6.9 |

TOTAL POPULATION: 110,000
64,000

| | | Employment Status | | | | | |
|-------------------------------|------------|-------------------|-----------|--------------------------|--------------|---------|------|
| | Population | Licensed Drivers | Full-Time | Part-Time | Work at Home | Student | |
| Male | 55,500 | 67% | 47% | 2% | 4% | 27% | |
| | 31,500 | 66% | 55% | 1% | 1% | 27% | |
| Female | 54,500 | 59% | 31% | 8% | 3% | 25% | |
| | 32,500 | 57% | 36% | 7% | 2% | 26% | |
| Age | Median | 0-10 | 11-15 | 16-25 | 26-45 | 46-64 | 65+ |
| | 29.8 | 20% | 8% | 15% | 36% | 16% | 4% |
| | 27.9 | 20% | 8% | 16% | 38% | 14% | 4% |
| Daily trips/Person (age 11+): | | 2.6 | | Daily work trips/Worker: | | | 0.80 |
| | | 2.4 | | | | | 0.78 |



TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Vaughan

| Time Period | Trips | % of 24 hr | HB-W | HB-S | HB-D | N-HB |
|--|--------------------|--------------|----------------|----------------|------------|------------|
| 6 - 9 a.m. | 59,500
32,500 | 26.0
26.7 | 53%
62% | 26%
20% | 14%
12% | 7%
6% |
| 24 hours | 228,500
122,000 | | 35%
40% | 15%
15% | 35%
32% | 14%
14% |
| Percentage of trips made within district | | | 6-9 a.m. - 35% | 24 hours - 23% | | 36%
27% |

Trips Made to Vaughan

| Time Period | Trips | % of 24 hr | Work | School | Home | Other |
|-------------|--------------------|--------------|------------|-----------|------------|------------|
| 6 - 9 a.m. | 61,000
39,300 | 25.6
28.8 | 63%
81% | 21%
9% | 3%
2% | 13%
8% |
| 24 hours | 238,500
132,800 | | 23%
30% | 6%
1% | 41%
38% | 31%
28% |

MODE OF TRAVEL

Trips Made by Residents of Vaughan

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------------------------|--------------------|-------------|----------------|---------------|--------------|--------------|----------|
| 6 - 9 a.m. | 59,500
32,500 | 63%
64% | 12%
12% | 10%
12% | 1%
0% | 9%
4% | 6%
1% |
| 24 hours | 228,500
122,000 | 69%
68% | 15%
14% | 7%
8% | 0%
0% | 6%
4% | 3%
5% |
| Mean Trip Length (kilometres) | | 8.8
9.5 | 7.8
8.5 | 12.7
12.9 | 22.6
21.0 | | |

Trips Made to Vaughan

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------|--------------------|-------------|----------------|---------------|----------|--------------|----------|
| 6 - 9 a.m. | 61,000
39,300 | 69%
73% | 12%
10% | 5%
8% | 0%
0% | 8%
5% | 7%
4% |
| 24 hours | 238,500
132,800 | 71%
74% | 15%
14% | 5%
6% | 0%
0% | 5%
4% | 3%
3% |

LEGEND

1991 TTS
1991 TTS



TRANSPORTATION
TOMORROW

University of Toronto
Joint Program in Transportation
Data Management Group

REGIONAL MUNICIPALITY OF PEEL

24 - HOUR WORK TRIPS

ORIGINS OF WORK TRIPS DESTINED FOR PEEL REGION



DESTINATIONS OF WORK TRIPS ORIGINATING IN PEEL REGION



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 229,700
186,800

Dwelling Type House: 74% 72% Other: 26% 28%

| Household Size (persons) | 1 | 2 | 3 | 4 | 5+ |
|--------------------------|-----|-----|-----|-----|-----|
| | 12% | 29% | 20% | 24% | 16% |
| | 12% | 27% | 21% | 25% | 14% |

| No. of Available Vehicles | 0 | 1 | 2 | 3 | 4+ |
|---------------------------|----|-----|-----|-----|----|
| | 5% | 35% | 48% | 10% | 2% |
| | 5% | 37% | 45% | 10% | 4% |

| Household Averages | Persons | Workers | Drivers | Vehicles | Trips/Day |
|--------------------|---------|---------|---------|----------|-----------|
| | 3.1 | 1.7 | 2.0 | 1.7 | 6.8 |
| | 3.1 | 1.7 | 2.0 | 1.7 | 6.3 |

TOTAL POPULATION: 710,000

| | Population | Licensed Drivers | Full Time | Part Time | Work at Home | Student |
|--------|------------|------------------|-----------|-----------|--------------|---------|
| Male | 355,000 | 71% | 52% | 2% | 2% | 23% |
| Female | 355,000 | 59% | 36% | 9% | 1% | 21% |

| | Median | 0-10 | 11-15 | 16-25 | 26-45 | 46-64 | 65+ |
|-----|--------|------|-------|-------|-------|-------|-----|
| Age | 31.2 | 16% | 8% | 14% | 38% | 16% | 7% |
| | 29.7 | 17% | 8% | 16% | 37% | 16% | - |

| | | | | | | | |
|------------------------------|------|--|--|--|--|--|--|
| Daily trips/Person (age 11+) | 2.6 | | | | | | |
| | 2.5 | | | | | | |
| Daily work trips/Worker | 0.80 | | | | | | |

TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Peel Region

| Time Period | Trips | % of 24 hr | HB-W | HB-S | HB-D | N-HB |
|-------------|-----------|------------|------|------|------|------|
| 6-9 a.m. | 378,000 | 24.1 | 56% | 22% | 14% | 8% |
| | 292,800 | 24.9 | 63% | 19% | 12% | 6% |
| 24 hours | 1,566,000 | | 35% | 12% | 38% | 15% |
| | 1,177,300 | | 39% | 13% | 34% | 14% |

Percentage of trips made within district: 6-9 a.m. = 65% 24 hours = 69%
60% 65%

Trips Made to Peel Region

| Time Period | Trips | % of 24 hr | Work | School | Home | Other |
|-------------|-----------|------------|------|--------|------|-------|
| 6-9 a.m. | 337,000 | 22.6 | 60% | 23% | 3% | 14% |
| | 252,200 | 22.9 | 66% | 20% | 3% | 12% |
| 24 hours | 1,491,500 | | 18% | 6% | 44% | 31% |
| | 1,035,000 | | 20% | 6% | 40% | 28% |

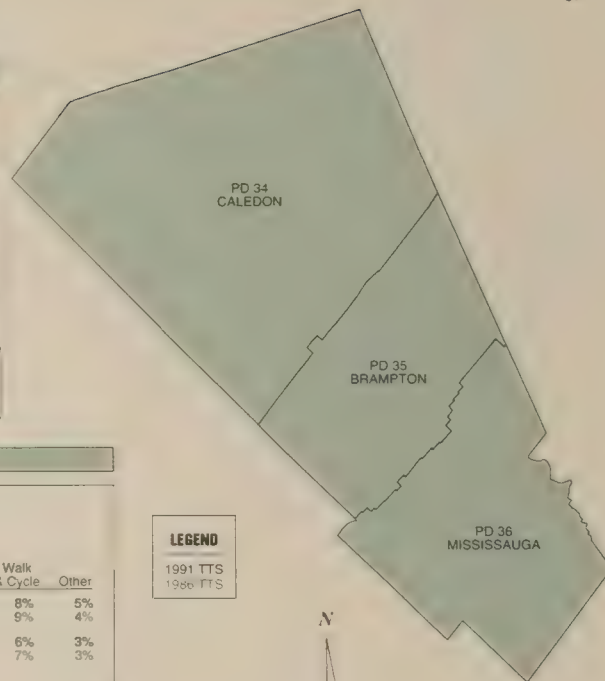
MODE OF TRAVEL

Trips Made by Residents of Peel Region

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|--------------------------------|-----------|-------------|----------------|---------------|----------|--------------|-------|
| 6-9 a.m. | 378,000 | 64% | 12% | 6% | 4% | 8% | 5% |
| | 292,800 | 65% | 11% | 8% | 3% | 9% | 4% |
| 24 hours | 1,566,000 | 68% | 16% | 5% | 2% | 6% | 3% |
| | 1,177,300 | 68% | 15% | 6% | 2% | 7% | 3% |
| Mean Trip Length: (kilometres) | | 10.0 | 8.2 | 10.6 | 24.7 | | |
| | | 10.4 | 8.1 | 11.6 | 24.5 | | |

Trips Made to Peel Region

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------|-----------|-------------|----------------|---------------|----------|--------------|-------|
| 6-9 a.m. | 337,000 | 68% | 12% | 5% | 0% | 9% | 6% |
| | 252,200 | 68% | 11% | 6% | 0% | 10% | 5% |
| 24 hours | 1,491,500 | 69% | 16% | 4% | 1% | 6% | 3% |
| | 1,035,000 | 69% | 15% | 5% | 1% | 7% | 3% |



LEGEND

1991 TTS
1986 TTS



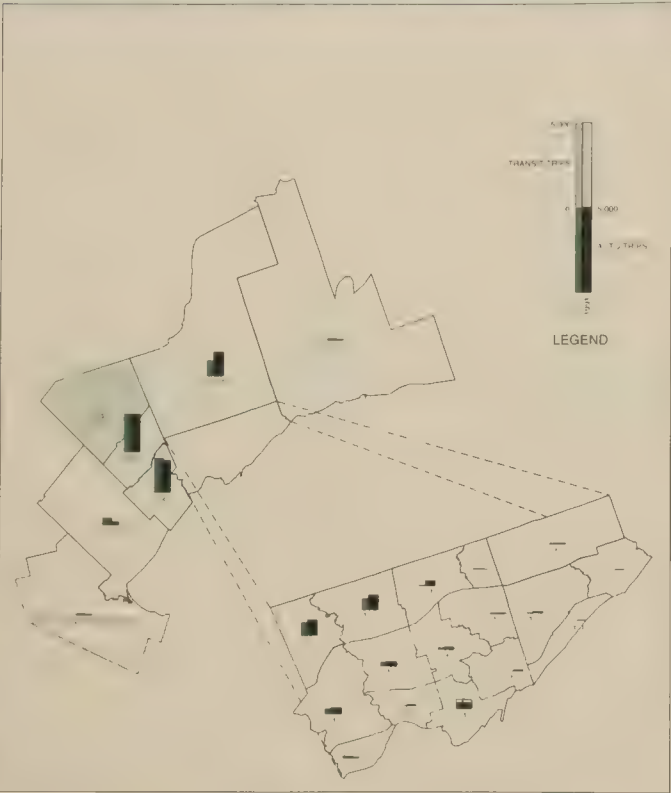
PLANNING DISTRICT 34: TOWN OF CALEDON

24 - HOUR WORK TRIPS

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 34



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 34



PLANNING DISTRICT 34: TOWN OF CALEDON

REGIONAL MUNICIPALITY OF PEEL

89

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 10,700
8,900

| Dwelling Type | House: | 97% | Other: | 3% | |
|---------------------------|---------|---------|---------|----------|-----------|
| | | 95% | | 5% | |
| Household Size (persons) | 1 | 2 | 3 | 4 | 5+ |
| | 9% | 33% | 19% | 24% | 15% |
| | 8% | 27% | 20% | 27% | |
| No. of Available Vehicles | 0 | 1 | 2 | 3 | 4+ |
| | 1% | 19% | 57% | 17% | 6% |
| | 1% | 21% | 48% | 17% | |
| Household Averages | Persons | Workers | Drivers | Vehicles | Trips/Day |
| | 3.1 | 1.7 | 2.2 | 2.1 | 6.7 |
| | 3.2 | 1.8 | 2.3 | 2.3 | |

TOTAL POPULATION: 33,000

| | Population | Licensed Drivers | Full-Time | Part-Time | Work at Home | Student |
|------------------------------|------------|------------------|-----------|-----------|--------------|---------|
| Male | 16,500 | 73% | 51% | 1% | 7% | 20% |
| | 15,200 | | | 2% | 3% | 27% |
| Female | 16,500 | 69% | 32% | 9% | 4% | 22% |
| | | | | 12% | 2% | |
| Median | 0-10 | 11-15 | 16-25 | 26-45 | 46-64 | 65+ |
| Age | 33.5 | 16 | 7% | 13% | 33% | 23% |
| | | | | 35% | 18% | 8% |
| Daily Trips/Person (age 11+) | 2.6 | | | | | |
| Daily work trips/Worker | 0.74 | | | | | |



TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Caledon

| Time Period | Trips | % of 24 hr. | HB-W | HB-S | HB-D | N-HB |
|---|------------|-------------|------------|------|------|------|
| 6-9 a.m. | 17,000 | 23.2 | 56% | 22% | 15% | 8% |
| | 14,200 | 22.8 | 64% | 22% | 9% | 4% |
| 24 hours | 72,500 | | 34% | 12% | 38% | 17% |
| | 62,000 | | 35% | 15% | 36% | 14% |
| Percentage of trips made within district: | 6-9 a.m. = | 31% | 24 hours = | 34% | | |
| | | 26% | | 32% | | |

Trips Made to Caledon

| Time Period | Trips | % of 24 hr. | Work | School | Home | Other |
|-------------|--------|-------------|------|--------|------|-------|
| 6-9 a.m. | 7,000 | 13.9 | 52% | 27% | 5% | 16% |
| | 6,200 | 14.1 | 45% | 41% | 5% | 10% |
| 24 hours | 51,000 | | 11% | 4% | 59% | 26% |
| | 43,600 | | 9% | 9% | 61% | 21% |

MODE OF TRAVEL

Trips Made by Residents of Caledon

| Time Period | Trips | Auto Driver | Auto Passng | Local Transit | GO Train | Walk & Cycle | Other |
|--------------------------------|--------|-------------|-------------|---------------|----------|--------------|-------|
| 6-9 a.m. | 17,000 | 72% | 9% | 1% | 1% | 5% | 13% |
| | 14,200 | 72% | 9% | 1% | 1% | 3% | 14% |
| 24 hours | 72,500 | 76% | 13% | 1% | 0% | 3% | 6% |
| | 62,000 | 73% | 14% | 1% | 0% | 3% | 9% |
| Mean Trip Length: (kilometres) | | 17.1 | 15.0 | 31.1 | 39.5 | | |
| | | 19.8 | 16.2 | 33.8 | 47.3 | | |

Trips Made to Caledon

| Time Period | Trips | Auto Driver | Auto Passng | Local Transit | GO Train | Walk & Cycle | Other |
|-------------|--------|-------------|-------------|---------------|----------|--------------|-------|
| 6-9 a.m. | 7,000 | 64% | 9% | * | * | 11% | 1% |
| | 6,200 | 58% | 7% | * | * | 5% | |
| 24 hours | 51,000 | 74% | 14% | 0% | * | 5% | 7% |
| | 43,600 | 71% | 13% | 0% | 0% | 3% | |

LEGEND

1991 TTS

Map: TTS



PLANNING DISTRICT 35: CITY OF BRAMPTON

24 - HOUR WORK TRIPS

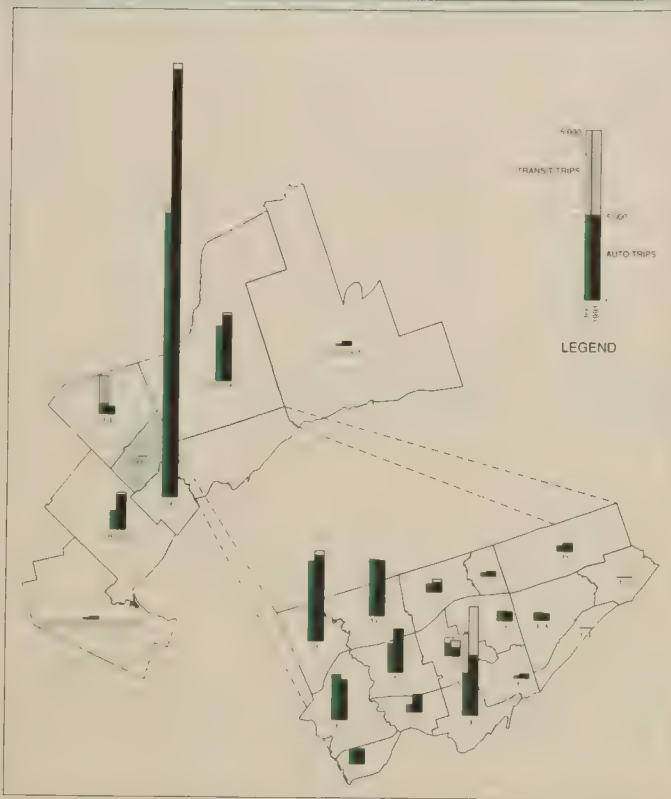
90

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 35



WORK TRIPS
WITHIN THE
PLANNING DISTRICT

DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 35



LEGEND

PLANNING DISTRICT 35: CITY OF BRAMPTON

REGIONAL MUNICIPALITY OF PEEL

91

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 70,700
57,000

| | | | | | |
|---------------------------|-----------------------|-----------------------|-----------------------|------------------------|-------------------------|
| Dwelling Type | House: 81%
77% | | Other: 19%
23% | | |
| Household Size (persons) | 1 | 2 | 3 | 4 | 5+ |
| | 10%
11% | 26%
25% | 21%
22% | 24%
27% | 20%
15% |
| No. of Available Vehicles | 0 | 1 | 2 | 3 | 4+ |
| | 3%
5% | 31%
34% | 50%
46% | 12%
11% | 4%
4% |
| Household Averages | Persons
3.3
3.2 | Workers
1.8
1.8 | Drivers
2.1
2.0 | Vehicles
1.8
1.8 | Trips/Day
7.0
6.4 |

TOTAL POPULATION: 232,500
180,000

| | | Employment Status | | | | | |
|-------------------------------|------------|-------------------|--------------------------|-----------|--------------|---------|------|
| | Population | Licensed Drivers | Full-Time | Part-Time | Work at Home | Student | |
| Male | 119,000 | 69% | 53% | 1% | 2% | 23% | |
| | 89,900 | 67% | 59% | 1% | 1% | 25% | |
| Female | 113,500 | 59% | 36% | 9% | 1% | 21% | |
| | 90,100 | 58% | 38% | 7% | 1% | 24% | |
| | Median | 0-10 | 11-15 | 16-25 | 26-45 | 46-64 | 65+ |
| Age | 29.8 | 18% | 8% | 15% | 38% | 15% | 5% |
| | 28.4 | 18% | 8% | 17% | 38% | 14% | 4% |
| Daily trips/Person (age 11+): | | 2.8 | Daily work trips/Worker: | | | | 0.80 |
| | | 2.5 | | | | | 0.78 |

LEGEND

1991 TTS



TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Brampton

| Time Period | Trips | % of 24 hr | Trip Purpose Category | | | |
|--|--------------------|--------------|-----------------------|------------|------------|------------|
| | | | HB-W | HB-S | HB-D | N-HB |
| 6-9 a.m. | 121,500
89,600 | 24.6
24.4 | 56%
63% | 23%
19% | 13%
12% | 8%
6% |
| 24 hours | 494,000
366,600 | | 36%
39% | 13%
13% | 37%
34% | 15%
14% |
| Percentage of trips made within district: 6-9 a.m. = | | | 52% | 24 hours = | 61% | 61% |

Trips Made to Brampton

| Time Period | Trips | % of 24 hr | Destination Purpose | | | |
|-------------|--------------------|--------------|---------------------|------------|------------|------------|
| | | | Work | School | Home | Other |
| 6-9 a.m. | 92,000
70,600 | 20.4
21.1 | 53%
60% | 29%
24% | 4%
3% | 14%
12% |
| 24 hours | 451,000
335,000 | | 16%
17% | 7%
7% | 46%
47% | 31%
28% |

MODE OF TRAVEL

Trips Made by Residents of Brampton

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|--------------------------------|--------------------|-------------|----------------|---------------|--------------|--------------|----------|
| 6-9 a.m. | 121,500
89,600 | 65%
66% | 14%
12% | 23%
7% | 5%
2% | 9%
9% | 5%
5% |
| 24 hours | 494,000
366,600 | 70%
68% | 16%
16% | 4%
5% | 1%
1% | 6%
7% | 3%
3% |
| Mean Trip Length: (kilometres) | | 9.3
9.5 | 8.3
7.6 | 10.3
9.5 | 28.9
28.0 | | |

Trips Made to Brampton

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------|--------------------|-------------|----------------|---------------|----------|--------------|----------|
| 6-9 a.m. | 92,000
70,600 | 62%
65% | 15%
11% | 5%
6% | 0%
0% | 11%
11% | 7%
5% |
| 24 hours | 451,000
335,000 | 70%
68% | 16%
16% | 4%
5% | 1%
1% | 6%
7% | 3%
3% |

TRANSPORTATION
TOMORROW

University of Toronto
Joint Program in Transportation
Data Management Group

PLANNING DISTRICT 36: CITY OF MISSISSAUGA

24 - HOUR WORK TRIPS

92

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 36



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 36



PLANNING DISTRICT 36: CITY OF MISSISSAUGA

REGIONAL MUNICIPALITY OF PEEL

93

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 148,300
120,900

| Dwelling Type | House: 69%
68% | Other: 31%
32% |
|---------------------------|--|--|
| Household Size (persons) | 1 2 3 4 5+ | 13% 30% 20% 24% 14%
12% 28% 21% 25% 14% |
| No. of Available Vehicles | 0 1 2 3 4+ | 6% 38% 46% 9% 1%
5% 39% 44% 8% 3% |
| Household Averages | Persons Workers Drivers Vehicles Trips/Day | 3.0 1.6 2.0 1.6 6.7
3.0 1.7 1.9 1.7 6.2 |

TOTAL POPULATION: 444,500
368,100

| | | Employment Status | | | | | |
|-------------------------------|------------|-------------------|-----------|-----------|--------------------------|---------|-----|
| | Population | Licensed Drivers | Full-Time | Part-Time | Work at Home | Student | |
| Male | 219,500 | 72% | 52% | 2% | 2% | 23% | |
| | 181,600 | 69% | 58% | 1% | 1% | 23% | |
| Female | 225,000 | 58% | 35% | 9% | 1% | 20% | |
| | 186,500 | 58% | 39% | 7% | 2% | 23% | |
| | Median | 0-10 | 11-15 | 16-25 | 26-45 | 46-64 | 65+ |
| Age | 31.6 | 16% | 8% | 14% | 38% | 17% | 7% |
| | 29.5 | 17% | 8% | 16% | 37% | 16% | 6% |
| Daily trips/Person (age 11+): | | | 2.7 | | Daily work trips/Worker: | | |
| | | | 2.4 | | 0.81 | | |
| | | | | | 0.79 | | |

TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Mississauga

| Time Period | Trips | % of 24 hr. | HB-W | HB-S | HB-D | N-HB |
|---|----------------------|--------------|-----------------------|------------|------------|------------|
| 6-9 a.m. | 239,500
189,100 | 23.9
25.3 | 56%
63% | 22%
18% | 14%
12% | 8%
7% |
| 24 hours | 1,000,500
748,700 | | 34%
39% | 12%
13% | 39%
34% | 15%
14% |
| Percentage of trips made within district: 6-9 a.m. = 58%
52% | | | 24 hours = 62%
57% | | | |

Trips Made to Mississauga

| Time Period | Trips | % of 24 hr. | Work | School | Home | Other |
|-------------|--------------------|--------------|------------|------------|------------|------------|
| 6-9 a.m. | 238,000
175,500 | 24.0
24.3 | 62%
69% | 20%
17% | 3%
3% | 14%
11% |
| 24 hours | 990,000
720,700 | | 20%
22% | 5%
6% | 43%
44% | 32%
28% |

MODE OF TRAVEL

Trips Made by Residents of Mississauga

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|--------------------------------|----------------------|-------------|----------------|---------------|--------------|--------------|----------|
| 6-9 a.m. | 239,500
189,100 | 63%
63% | 12%
11% | 7%
9% | 5%
4% | 9%
9% | 5%
3% |
| 24 hours | 1,000,500
748,700 | 66%
67% | 16%
15% | 6%
7% | 3%
2% | 6%
7% | 2%
3% |
| Mean Trip Length: (kilometres) | | 9.9
10.0 | 7.9
7.9 | 10.5
12.2 | 23.6
23.2 | | |

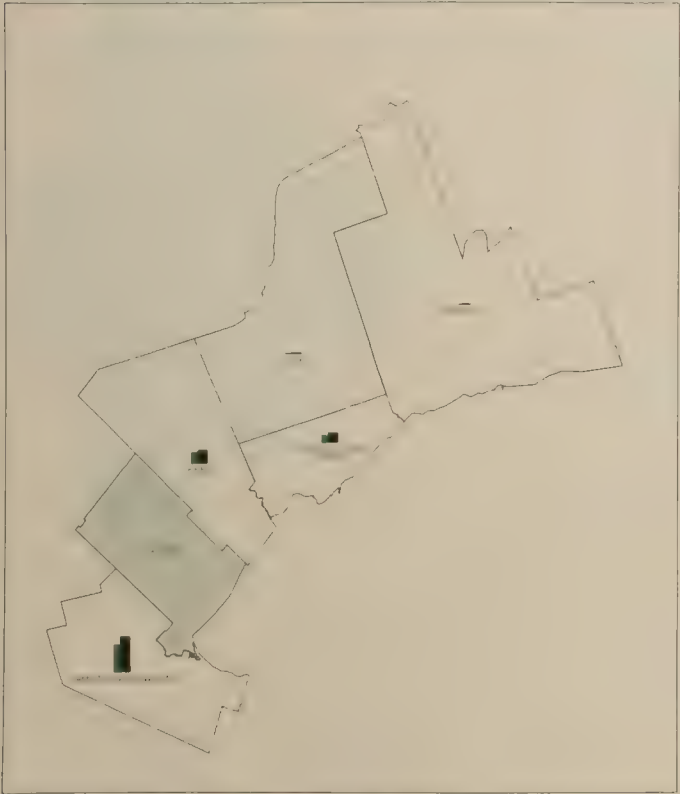
Trips Made to Mississauga

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------|--------------------|-------------|----------------|---------------|----------|--------------|----------|
| 6-9 a.m. | 238,000
175,500 | 71%
70% | 11%
11% | 5%
6% | 0%
0% | 9%
10% | 5%
4% |
| 24 hours | 990,000
720,700 | 69%
68% | 16%
15% | 5%
6% | 1%
1% | 6%
7% | 3%
1% |



REGIONAL MUNICIPALITY OF HALTON
24 - HOUR WORK TRIPS

ORIGINS OF WORK TRIPS DESTINED FOR HALTON REGION



DESTINATIONS OF WORK TRIPS ORIGINATING IN HALTON REGION



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 106,400
90,200

| | | | | | | |
|---------------------------|-------------------|-------------------|---------|----------|-----------|--|
| Dwelling Type | House: 81%
80% | Other: 19%
20% | | | | |
| Household Size (persons) | 1 | 2 | 3 | 4 | 5+ | |
| | 14% | 34% | 20% | 21% | 11% | |
| | 14% | 30% | 20% | 24% | 12% | |
| No. of Available Vehicles | 0 | 1 | 2 | 3 | 4+ | |
| | 4% | 33% | 50% | 10% | 3% | |
| | 5% | 35% | 46% | 11% | 4% | |
| Household Averages | Persons | Workers | Drivers | Vehicles | Trips/Day | |
| | 2.9 | 1.5 | 2.0 | 1.8 | 6.7 | |
| | 2.9 | 1.6 | 2.0 | 1.8 | 6.8 | |

TOTAL POPULATION: 305,000
264,600

| | | | | | | | |
|-------------------------------|--------------------|-------------------|------------------|-------------------------------|------------|--------------|----------|
| | | Employment Status | | | | | |
| | | Population | Licensed Drivers | Full-Time | Part-Time | Work at Home | Student |
| Male | 150,000
131,200 | 72%
71% | 51%
51% | 2%
2% | 3%
3% | 23%
23% | |
| Female | 155,000
133,400 | 66%
63% | 32%
32% | 10%
10% | 2%
2% | 21%
21% | |
| | | Median | 0-10 | 11-15 | 16-25 | 26-45 | 46-64 |
| Age | 34.1
32.4 | 16%
16% | 7%
8% | 11%
11% | 35%
35% | 20%
20% | 9%
9% |
| Daily trips/Person (age 11+): | | 2.8 | | Daily work trips/Worker: 0.76 | | | |

TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Halton Region

| Time Period | Trips | % of 24 hr | Trip Purpose Category | HB-W | HB-S | HB-D | N:HB |
|--|--------------------|--------------|-----------------------|------------|------------|------------|------|
| 6-9 a.m. | 157,500
127,900 | 22.0
20.9 | 54%
61% | 21%
19% | 16%
14% | 8%
6% | |
| 24 hours | 714,000
613,100 | | 31%
32% | 10%
11% | 42%
40% | 17%
16% | |
| Percentage of trips made within district | | 6-9 a.m. | 61%
59% | 24 hours | 68%
69% | | |

Trips Made to Halton Region

| Time Period | Trips | % of 24 hr | Destination Purpose | Work | School | Home | Other |
|-------------|--------------------|--------------|---------------------|------------|------------|------------|-------|
| 6-9 a.m. | 128,500
101,600 | 19.3
17.9 | 52%
57% | 27%
23% | 5%
5% | 17%
14% | |
| 24 hours | 663,500
568,300 | | 14%
15% | 6%
6% | 44%
45% | 35%
34% | |

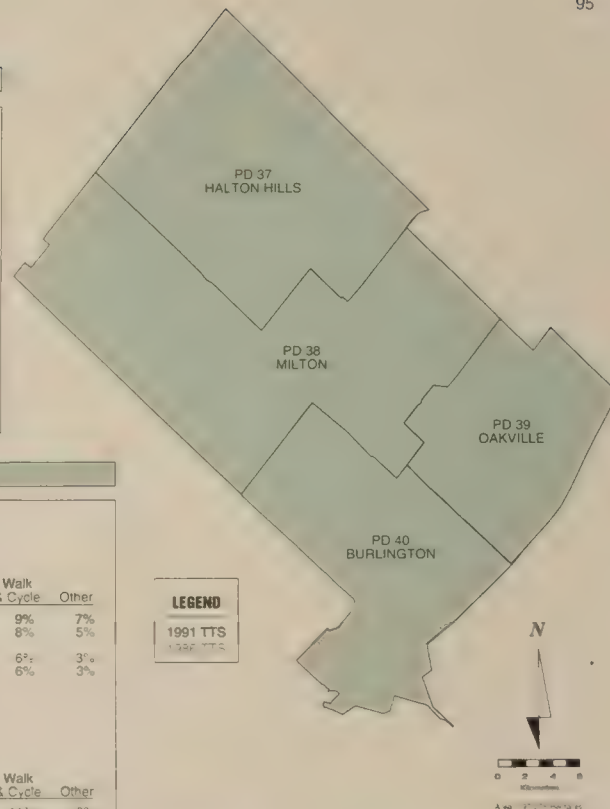
MODE OF TRAVEL

Trips Made by Residents of Halton Region

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------------------------|--------------------|--------------|----------------|---------------|--------------|--------------|----------|
| 6-9 a.m. | 157,500
127,900 | 65%
69% | 11%
10% | 3%
3% | 6%
5% | 9%
8% | 7%
5% |
| 24 hours | 714,000
613,100 | 73%
71% | 13%
15% | 2%
2% | 3%
2% | 6%
6% | 3%
3% |
| Mean Trip Length (kilometres) | | 10.5
10.4 | 8.9
9.1 | 9.1
7.5 | 37.1
38.5 | | |

Trips Made to Halton Region

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------|--------------------|-------------|----------------|---------------|----------|--------------|----------|
| 6-9 a.m. | 128,500
101,600 | 65%
69% | 12%
11% | 3%
4% | 1%
0% | 11%
10% | 8%
6% |
| 24 hours | 663,500
568,300 | 72%
71% | 14%
16% | 2%
2% | 2%
1% | 6%
6% | 4%
3% |



PLANNING DISTRICT 37: TOWN OF HALTON HILLS

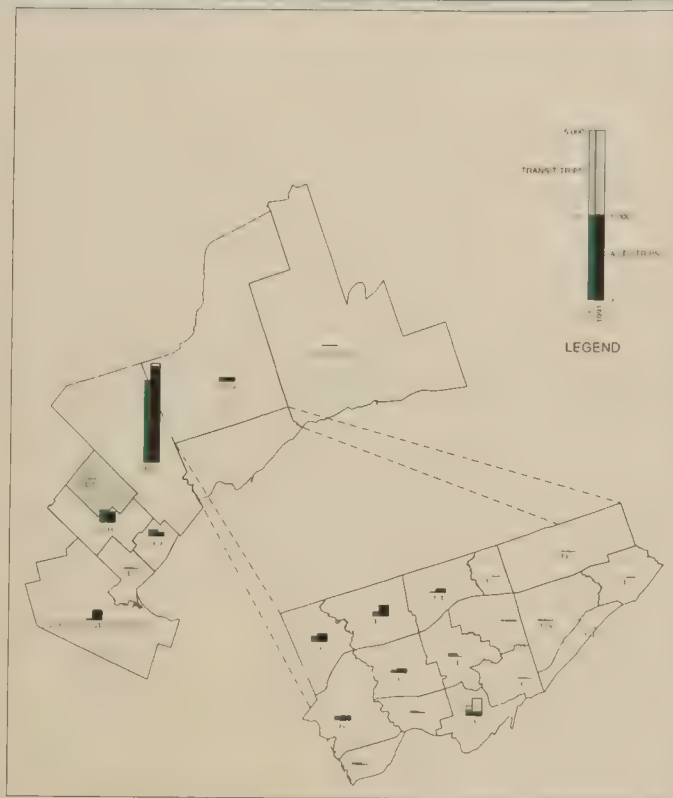
24 - HOUR WORK TRIPS

96

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 37



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 37



PLANNING DISTRICT 37: TOWN OF HALTON HILLS

REGIONAL MUNICIPALITY OF HALTON

97

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 12,200
11,300

| | | | | | |
|------------------------------|-------------------|---------|-------------------|----------|-----------|
| Dwelling Type | House: 88%
90% | | Other: 12%
10% | | |
| Household Size
(persons) | 1 | 2 | 3 | 4 | 5+ |
| | 15% | 27% | 19% | 23% | 16% |
| | 11% | 29% | 21% | 25% | 14% |
| No. of Available
Vehicles | 0 | 1 | 2 | 3 | 4+ |
| | 7% | 32% | 49% | 9% | * |
| | 5% | 31% | 46% | 12% | 6% |
| Household
Averages | Persons | Workers | Drivers | Vehicles | Trips/Day |
| | 3.0 | 1.6 | 2.1 | 1.7 | 6.4 |
| | 3.1 | 1.6 | 2.0 | 1.9 | 6.6 |

TOTAL POPULATION: 36,500
34,600

| | | Employment Status | | | | | |
|-------------------------------|------------|-------------------|-----------|-------------------------|--------------|---------|-----|
| | Population | Licensed Drivers | Full-Time | Part Time | Work at Home | Student | |
| Male | 18,000 | 69% | 46% | | 6% | 28% | |
| | 16,700 | 71% | 41% | 1% | 1% | 21% | |
| Female | 19,000 | 69% | 34% | 11% | | 22% | |
| | 17,900 | 70% | 34% | 11% | | 22% | |
| Age | Median | 0-10 | 11-15 | 16-25 | 26-45 | 46-64 | 65+ |
| | 30.9 | 19% | 7% | 14% | 33% | 22% | 5% |
| | 30.8 | 17% | 9% | 15% | | | |
| Daily trips/Person (age 11+): | | 2.6 | | Daily work trips/Worker | | 0.76 | |



TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Halton Hills

| Time Period | Trips | % of 24 hr. | HB-W | HB-S | HB-D | N-HB |
|---|------------------|--------------|----------------|----------------|------------|------------|
| 6-9 a.m. | 19,000
16,400 | 23.9
21.9 | 53%
64% | 22%
19% | 17%
12% | 9%
5% |
| 24 hours | 78,500
75,000 | | 34%
35% | 11%
11% | 40%
39% | 15%
14% |
| Percentage of trips made within district: | | | 6-9 a.m. = 39% | 24 hours = 45% | 46% | 56% |

Trips Made to Halton Hills

| Time Period | Trips | % of 24 hr. | Work | School | Home | Other |
|-------------|------------------|--------------|------------|------------|------------|------------|
| 6-9 a.m. | 10,500
9,500 | 16.6
15.1 | 35%
53% | 34%
25% | 12%
6% | 19%
16% |
| 24 hours | 62,000
62,900 | | 8%
11% | 6%
6% | 54%
51% | 32%
32% |

MODE OF TRAVEL

Trips Made by Residents of Halton Hills

| Time Period | Trips | Auto Driver | Auto Passng. | Local Transit | GO Train | Walk & Cycle | Other |
|--------------------------------|------------------|--------------|--------------|---------------|--------------|--------------|-----------|
| 6-9 a.m. | 19,000
16,400 | 67%
67% | 11%
12% | *
0% | 4%
2% | 6%
10% | 10%
9% |
| 24 hours | 78,500
75,000 | 75%
72% | 11%
15% | 2%
0% | 2%
1% | 4%
7% | 6%
5% |
| Mean Trip Length: (kilometres) | | 13.2
12.3 | 10.8
11.4 | 25.8
33.9 | 45.3
43.4 | | |

Trips Made to Halton Hills

| Time Period | Trips | Auto Driver | Auto Passng. | Local Transit | GO Train | Walk & Cycle | Other |
|-------------|------------------|-------------|--------------|---------------|----------|--------------|-----------|
| 6-9 a.m. | 10,500
9,500 | 58%
62% | 15%
12% | *
0% | *
0% | 10%
8% | 15%
9% |
| 24 hours | 62,000
62,900 | 72%
70% | 14%
16% | 2%
0% | 1%
0% | 5%
8% | 7%
5% |

LEGEND

1991 TTS
1986 TTS



TRANSPORTATION
TOMORROW

University of Toronto
Joint Program in Transportation
Data Management Group

PLANNING DISTRICT 38: TOWN OF MILTON

24 - HOUR WORK TRIPS

98

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 38



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 38



PLANNING DISTRICT 38: TOWN OF MILTON

REGIONAL MUNICIPALITY OF HALTON

99

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 10,100
9,700

| | | | | | |
|---------------------------|-------------------|---------|------------------|----------|-----------|
| Dwelling Type | House: 92%
86% | | Other: 8%
14% | | |
| Household Size (persons) | 1 | 2 | 3 | 4 | 5+ |
| | 13% | 25% | 27% | 27% | 8% |
| | 12% | 24% | 17% | 30% | 16% |
| No. of Available Vehicles | 0 | 1 | 2 | 3 | 4+ |
| | * | 22% | 65% | * | * |
| | 4% | 25% | 52% | 13% | 6% |
| Household Averages | Persons | Workers | Drivers | Vehicles | Trips/Day |
| | 3.0 | 1.8 | 2.0 | 1.9 | 8.0 |
| | 3.2 | 1.7 | 2.0 | 2.0 | 6.9 |

TOTAL POPULATION: 30,000
30,700

| | | Employment Status | | | | | |
|-------------------------------|------------|-------------------|--------------------------|-----------|--------------|---------|-----|
| | Population | Licensed Drivers | Full-Time | Part-Time | Work at Home | Student | |
| Male | 15,500 | 70% | 52% | * | * | 29% | |
| | 15,600 | 68% | 54% | 2% | 2% | 26% | |
| Female | 14,500 | 67% | 38% | 13% | * | 24% | |
| | 15 100 | 61% | 30% | 10% | 2% | 26% | |
| Median | | 0-10 | 11-15 | 16-25 | 26-45 | 46-64 | 65+ |
| Age | 33.1 | 13% | 12% | 12% | 39% | 15% | 7% |
| | 29.9 | 21% | 8% | 14% | 38% | 13% | 6% |
| Daily trnps/Person (age 11+): | | 3.1 | Daily work trips/Worker: | | 0.72 | | |
| | | 2.8 | | | 0.75 | | |



TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Milton

| Time Period | Trips | % of 24 hr | Trip Purpose Category | | | |
|-------------|------------------|--------------|-----------------------|------------|------------|------------|
| | | | HB-W | HB-S | HB-D | N-HB |
| 6 - 9 a.m. | 18,000
14,100 | 22.2
21.2 | 49%
62% | 27%
18% | 17%
12% | 7%
7% |
| 24 hours | 80,500
66,800 | | 28%
33% | 13%
12% | 44%
38% | 14%
16% |

Percentage of trps made within district: 6-9 a.m. = 56%
45%
24 hours = 57%
54%

Trips Made to Milton

| Time Period | Trips | % of 24 hr | Destination Purpose | | | |
|-------------|------------------|--------------|---------------------|------------|------------|------------|
| | | | Work | School | Home | Other |
| 6 - 9 a.m. | 14,500
9,700 | 20.2
17.0 | 47%
58% | 37%
24% | 5%
5% | 11%
12% |
| 24 hours | 71,500
66,100 | | 13%
14% | 8%
2% | 47%
42% | 32%
31% |

MODE OF TRAVEL

Trips Made by Residents of Milton

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|--------------------------------|------------------|--------------|----------------|---------------|--------------|--------------|----------|
| 6 - 9 a.m. | 18,000
14,100 | 65%
74% | 9%
9% | *
1% | *
2% | 13%
8% | 7%
7% |
| 24 hours | 80,500
66,800 | 73%
74% | 13%
14% | 2%
1% | 1%
1% | 8%
6% | 4%
4% |
| Mean Trip Length: (kilometres) | | 12.2
12.5 | 12.1
10.9 | 18.0
25.5 | 41.8
42.0 | | |

Trips Made to Milton

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------|--------|-------------|----------------|---------------|----------|--------------|-------|
| 6 - 9 a.m. | 14,500 | 59% | 9% | * | * | 16% | 12% |
| | 9,700 | 70% | 8% | 1% | * | 11% | 1% |
| 24 hours | 71,500 | 70% | 14% | 1% | * | 9% | 5% |
| | 66,100 | 73% | 13% | 1% | 1% | 8% | 5% |

LEGEND

1991 TTS
1986 TTS



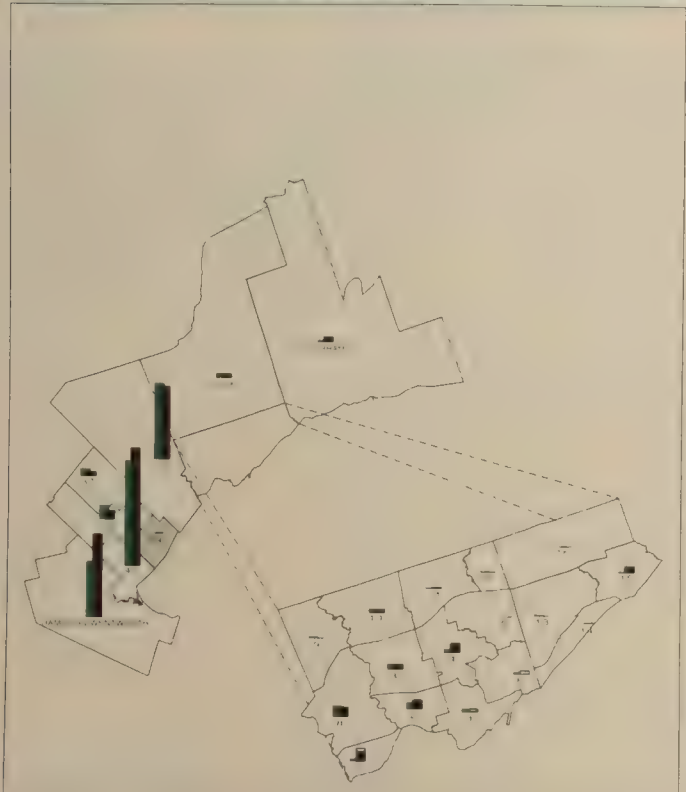
TRANSPORTATION
TOMORROW

University of Toronto
Joint Program in Transportation
Data Management Group

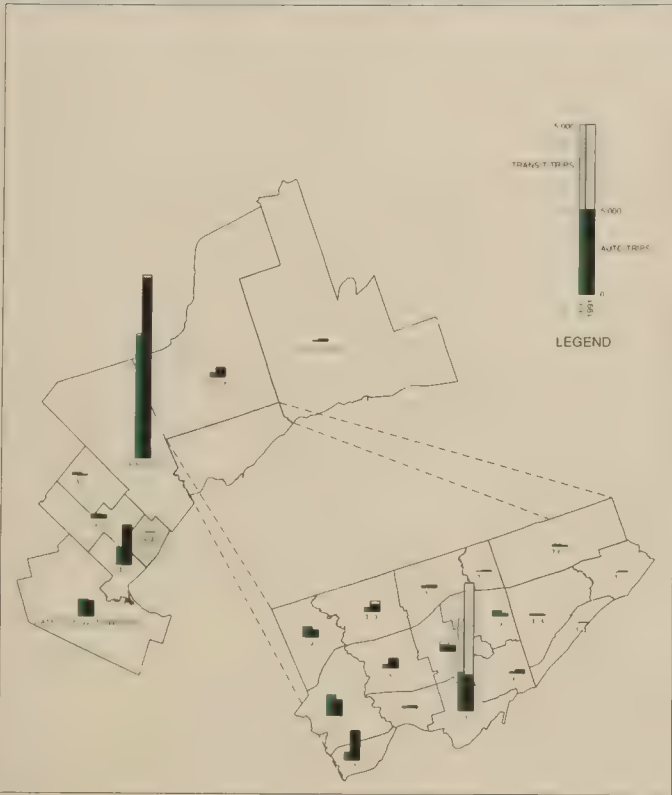
PLANNING DISTRICT 39: TOWN OF OAKVILLE

24-HOUR WORK TRIPS

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 39



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 39



PLANNING DISTRICT 39: TOWN OF OAKVILLE

REGIONAL MUNICIPALITY OF HALTON

101

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 37,900
28,900

Dwelling Type House: 82% Other: 18%
 77% 23%

| Household Size (persons) | 1 | 2 | 3 | 4 | 5+ |
|--------------------------|-----|-----|-----|-----|----|
| 13% | 34% | 18% | 22% | 14% | |
| 15% | 30% | 20% | 24% | 12% | |

| No. of Available Vehicles | 0 | 1 | 2 | 3 | 4+ |
|---------------------------|-----|-----|-----|----|----|
| 5% | 28% | 53% | 12% | 1% | |
| 5% | 37% | 44% | 10% | 3% | |

| Household Averages | Persons | Workers | Drivers | Vehicles | Trips/Day |
|--------------------|---------|---------|---------|----------|-----------|
| | 2.9 | 1.5 | 2.0 | 1.8 | 6.7 |
| | 2.9 | 1.6 | 2.0 | 1.7 | 6.9 |

TOTAL POPULATION: 111,500
84,200

| | Population | Licenced Drivers | Employment Status | | | | |
|--------|------------------|------------------|-------------------|------------|--------------|------------|----------|
| | | | Full-Time | Part-Time | Work at Home | Student | |
| Male | 55,500
41,900 | 73%
70% | 50%
55% | 3%
1% | 2%
1% | 23%
25% | |
| Female | 56,000
42,300 | 64%
65% | 31%
31% | 10%
10% | 2%
1% | 20%
23% | |
| Age | Median | 0-10 | 11-15 | 16-25 | 26-45 | 46-64 | 65+ |
| | 34.3
32.4 | 18%
15% | 6%
8% | 10%
16% | 37%
33% | 20%
20% | 8%
8% |

Daily trips/Person (age 11+): 2.8

2.8

Daily work trips/Worker: 0.74

0.78

TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Oakville

| Time Period | Trips | % of 24 hr | Trip Purpose Category | | | |
|--|--------------------|--------------|-----------------------|------------|------------|------------|
| | | | HB-W | HB-S | HB-D | N-HB |
| 6 - 9 a.m. | 54,000
43,000 | 21.3
21.7 | 53%
59% | 20%
19% | 18%
15% | 9%
7% |
| 24 hours | 254,000
198,600 | | 31%
32% | 10%
12% | 42%
40% | 18%
16% |
| Percentage of trips made within district | | | 6-9 a.m. | 51% | 24 hours | 60%
61% |

Trips Made to Oakville

| Time Period | Trips | % of 24 hr | Destination Purpose | | | |
|-------------|--------------------|--------------|---------------------|------------|------------|------------|
| | | | Work | School | Home | Other |
| 6 - 9 a.m. | 50,000
39,200 | 20.4
20.2 | 50%
56% | 26%
25% | 4%
5% | 19%
14% |
| 24 hours | 246,000
192,900 | | 15%
14% | 7%
7% | 42%
42% | 36%
33% |

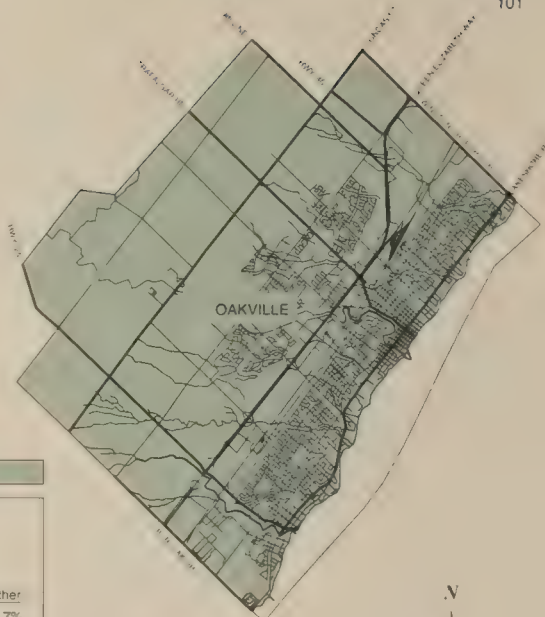
MODE OF TRAVEL

Trips Made by Residents of Oakville

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------------------------|--------------------|-------------|----------------|---------------|--------------|--------------|----------|
| 6 - 9 a.m. | 54,000
43,000 | 62%
65% | 10%
11% | 4%
4% | 10%
8% | 8%
8% | 7%
5% |
| 24 hours | 254,000
198,600 | 70%
69% | 14%
15% | 3%
3% | 5%
4% | 6%
6% | 3%
3% |
| Mean Trip Length (kilometres) | | 9.8
10.4 | 7.7
9.0 | 5.7
5.8 | 34.1
33.4 | | |

Trips Made to Oakville

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------|--------------------|-------------|----------------|---------------|----------|--------------|----------|
| 6 - 9 a.m. | 50,000
39,200 | 67%
68% | 12%
13% | 3%
4% | 2%
1% | 8%
8% | 7%
6% |
| 24 hours | 246,000
192,900 | 72%
71% | 14%
14% | 2%
2% | 3%
2% | 6%
6% | 3%
3% |



LEGEND

1991 TTS
1986 TTS

TRANSPORTATION
TOMORROW
SURVEY

University of Toronto
Joint Program in Transportation
Data Management Group

PLANNING DISTRICT 40: CITY OF BURLINGTON

24 - HOUR WORK TRIPS

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 40



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 40



PLANNING DISTRICT 40: CITY OF BURLINGTON

REGIONAL MUNICIPALITY OF HALTON

103

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 46,200
40,300

Dwelling Type House: 77% Other: 23%
 77% 23%

| Household Size (persons) | 1 | 2 | 3 | 4 | 5+ |
|--------------------------|-----|-----|-----|-----|-----|
| | 16% | 37% | 20% | 18% | 9% |
| | 15% | 31% | 20% | 24% | 10% |

| No. of Available Vehicles | 0 | 1 | 2 | 3 | 4+ |
|---------------------------|----|-----|-----|-----|----|
| | 4% | 39% | 44% | 10% | 3% |
| | 5% | 36% | 45% | 10% | 3% |

| Household Averages | Persons | Workers | Drivers | Vehicles | Trips/Day |
|--------------------|---------|---------|---------|----------|-----------|
| | 2.7 | 1.5 | 1.9 | 1.7 | 6.5 |
| | 2.9 | 1.5 | 1.9 | 1.7 | 6.8 |

TOTAL POPULATION: 126,500
115,100

| | Population | Licenced Drivers | Employment Status | | | | |
|--------|------------|------------------|-------------------|-----------|--------------|---------|-----|
| | | | Full-Time | Part-Time | Work at Home | Student | |
| Male | 61,000 | 73% | 53% | 2% | 3% | 20% | |
| | 56,900 | 73% | 56% | 2% | 1% | 24% | |
| Female | 65,500 | 66% | 31% | 10% | 2% | 20% | |
| | 58,100 | 64% | 30% | 11% | 1% | 22% | |
| Median | | 0-10 | 11-15 | 16-25 | 26-45 | 46-64 | 65+ |
| Age | 35.1 | 14% | 7% | 11% | 34% | 21% | 10% |
| | 33.6 | 15% | 8% | 15% | 33% | 21% | 8% |

Daily trips/Person (age 11+): 2.8 Daily work trips/Worker: 0.78
2.8 0.76

TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Burlington

| Time Period | Trips | % of 24 hr | Trip Purpose Category | | | |
|-------------|---------|------------|-----------------------|------|------|------|
| | | | HB-W | HB-S | HB-D | N-HB |
| 6-9 a.m. | 66,500 | 22.1 | 58% | 20% | 15% | 8% |
| | 54,400 | 19.9 | 61% | 18% | 14% | 6% |
| 24 hours | 301,000 | | 32% | 10% | 41% | 17% |
| | 272,700 | | 31% | 11% | 41% | 17% |

Percentage of trips made within district. 6-9 a.m. = 55% 24 hours = 83%
51% 63%

Trips Made to Burlington

| Time Period | Trips | % of 24 hr | Destination Purpose | | | |
|-------------|---------|------------|---------------------|--------|------|-------|
| | | | Work | School | Home | Other |
| 6-9 a.m. | 53,500 | 18.8 | 57% | 23% | 4% | 16% |
| | 43,100 | 17.0 | 60% | 21% | 5% | 14% |
| 24 hours | 284,000 | | 15% | 5% | 43% | 36% |
| | 274,400 | | 14% | 5% | 43% | 36% |

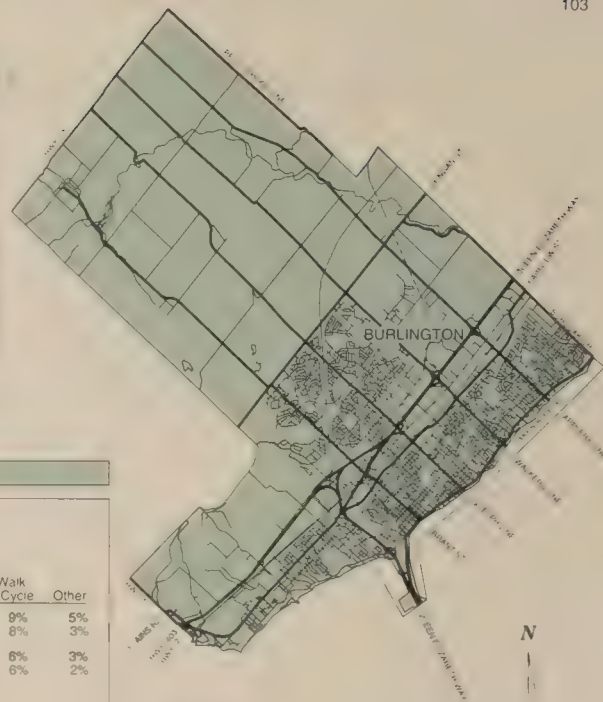
MODE OF TRAVEL

Trips Made by Residents of Burlington

| Time Period | Trips | Auto Driver | Auto Passng | Local Transp | GO Train | Walk & Cycle | Other |
|--------------------------------|---------|-------------|-------------|--------------|----------|--------------|-------|
| | | | | | | | |
| 6-9 a.m. | 66,500 | 68% | 11% | 3% | 3% | 9% | 5% |
| | 54,400 | 72% | 9% | 4% | 3% | 8% | 3% |
| 24 hours | 301,000 | 74% | 14% | 2% | 2% | 6% | 3% |
| | 272,700 | 72% | 16% | 3% | 1% | 6% | 2% |
| Mean Trip Length: (kilometres) | | 10.1 | 8.6 | 6.9 | 41.4 | | |
| | | 9.5 | 8.3 | 6.6 | 47.8 | | |

Trips Made to Burlington

| Time Period | Trips | Auto Driver | Auto Passng | Local Transp | GO Train | Walk & Cycle | Other |
|-------------|---------|-------------|-------------|--------------|----------|--------------|-------|
| | | | | | | | |
| 6-9 a.m. | 53,500 | 66% | 12% | 3% | * | 12% | 7% |
| | 43,100 | 71% | 10% | 4% | * | 11% | 4% |
| 24 hours | 284,000 | 73% | 14% | 2% | 1% | 6% | 3% |
| | 274,400 | 71% | 16% | 3% | 1% | 6% | 3% |



LEGEND

1991 TTS
1991 TTS

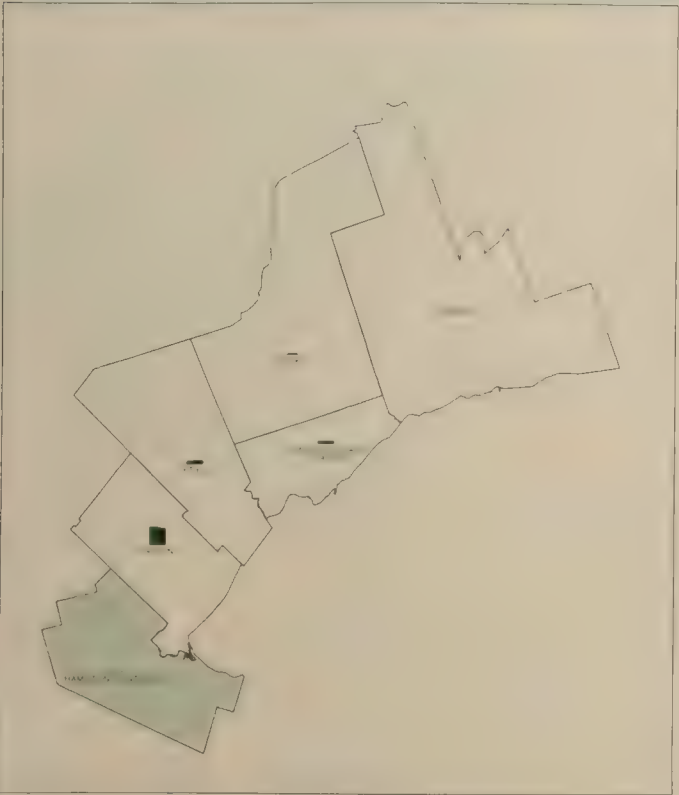
TRANSPORTATION
TOMORROW

University of Toronto
Joint Program in Transportation
Data Management Group

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

24 - HOUR WORK TRIPS

ORIGINS OF WORK TRIPS DESTINED FOR HAMILTON-WENTWORTH REGION



WORK TRIPS
WITHIN THE
REGION

DESTINATIONS OF WORK TRIPS ORIGINATING IN HAMILTON-WENTWORTH REGION



25,000
25,000
TRANSPORT
LEGEND

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 168,800
156,300

| | | | | | |
|---------------------------|-------------------|---------|-------------------|----------|-----------|
| Dwelling Type | House: 71%
72% | | Other: 29%
28% | | |
| Household Size (persons) | 1 | 2 | 3 | 4 | 5+ |
| | 20% | 36% | 16% | 17% | 10% |
| | 20% | 32% | 18% | 19% | 10% |
| No. of Available Vehicles | 0 | 1 | 2 | 3 | 4+ |
| | 14% | 43% | 34% | 7% | 1% |
| | 15% | 45% | 31% | 7% | 2% |
| Household Averages | Persons | Workers | Drivers | Vehicles | Trips/Day |
| | 2.6 | 1.3 | 1.7 | 1.4 | 5.7 |
| | 2.7 | 1.3 | 1.7 | 1.4 | 5.7 |

TOTAL POPULATION: 445,000
423,400

| | | | | | | | |
|-------------------------------|------------|-------------------|-----------|-----------|--------------|---------|-----|
| | | Employment Status | | | | | |
| | Population | Licensed Drivers | Full-Time | Part-Time | Work at Home | Student | |
| Male | 216,000 | 71% | 44% | 3% | 2% | 21% | |
| | 207,500 | 69% | 51% | 2% | 1% | | |
| Female | 228,500 | 57% | 29% | 10% | 2% | 17% | |
| | 215,900 | 53% | 27% | 10% | 1% | | |
| Age | Median | 0-10 | 11-15 | 16-25 | 26-45 | 46-64 | 65+ |
| | 33.3 | 16% | 5% | 14% | 32% | 19% | 13% |
| | 32.2 | 14% | 7% | 16% | 31% | 20% | |
| Daily trips/Person (age 11+): | 2.5 | | | | | | |
| Daily work trips/Worker: | 2.5 | | | | | | |



TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Hamilton-Wentworth Region

| Time Period | Trips | % of 24 hr | Trip Purpose Category | | | |
|-------------|---------|------------|-----------------------|------|------|------|
| | | | HB-W | HB-S | HB-D | N-HB |
| 6-9 a.m. | 185,500 | 19.4 | 58% | 22% | 14% | 6% |
| | 174,200 | 19.6 | 60% | 20% | 14% | 6% |
| 24 hours | 956,500 | | 30% | 10% | 44% | 16% |
| | 889,000 | | 31% | 12% | 41% | 16% |

Percentage of trips made within district: 6-9 a.m. = 81% 24 hours = 83%
85% 86%

Trips Made to Hamilton-Wentworth Region

| Time Period | Trips | % of 24 hr | Destination Purpose | | | |
|-------------|---------|------------|---------------------|--------|------|-------|
| | | | Work | School | Home | Other |
| 6-9 a.m. | 163,000 | 18.1 | 58% | 24% | 4% | 14% |
| | 161,900 | 18.9 | 61% | 22% | 4% | 13% |
| 24 hours | 898,500 | | 15% | 5% | 44% | 35% |

MODE OF TRAVEL

Trips Made by Residents of Hamilton-Wentworth Region

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|--------------------------------|---------|-------------|----------------|---------------|----------|--------------|-------|
| 6-9 a.m. | 185,500 | 63% | 10% | 10% | 1% | 12% | 5% |
| | 174,200 | 63% | 11% | 12% | 0% | 11% | 4% |
| 24 hours | 956,500 | 66% | 16% | 7% | 0% | 7% | 2% |
| | 889,000 | 63% | 18% | 10% | 0% | 7% | 3% |
| Mean Trip Length: (kilometres) | | 8.1 | 8.3 | 5.5 | 56.2 | | |
| | | 7.8 | 6.8 | 6.2 | 56.6 | | |

Trips Made to Hamilton-Wentworth Region

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------|---------|-------------|----------------|---------------|----------|--------------|-------|
| 6-9 a.m. | 163,000 | 61% | 10% | 11% | * | 13% | 5% |
| | 161,900 | 62% | 11% | 12% | * | 11% | 4% |
| 24 hours | 898,500 | 66% | 16% | 8% | 0% | 8% | 2% |

LEGEND

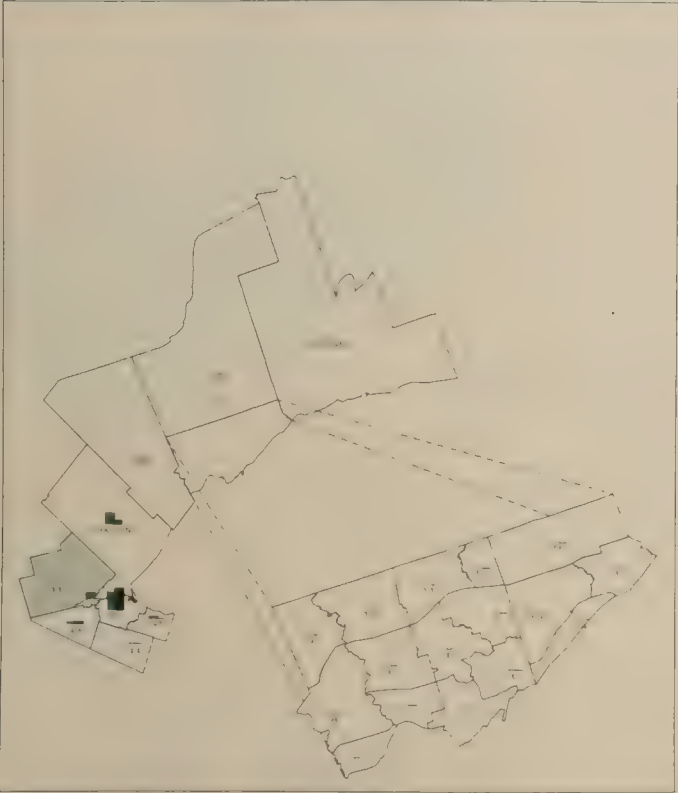
1991 TTS
1996 TTS



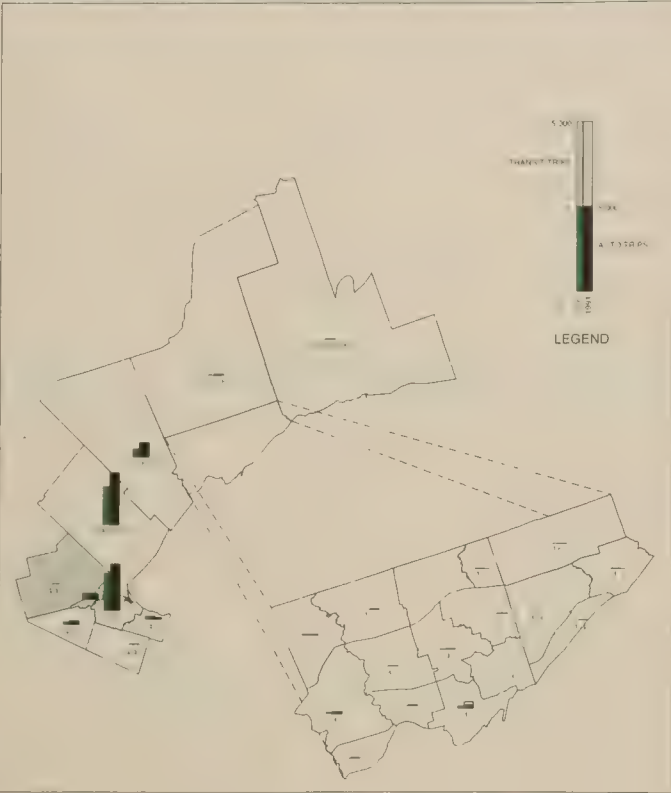
PLANNING DISTRICT 41: TOWN OF FLAMBOROUGH

24 - HOUR WORK TRIPS

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 41



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 41



PLANNING DISTRICT 41: TOWN OF FLAMBOROUGH

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

107

DEMOGRAPHIC CHARACTERISTICS

| | | | | | |
|---|-------------------|-----------------|----------------|-----------------|-----------------|
| TOTAL NUMBER OF HOUSEHOLDS: 9,600
8,500 | | | | | |
| Dwelling Type | House: 92%
92% | Other: 8%
8% | | | |
| Household Size (persons) | 1
9% | 2
35% | 3
18% | 4
25% | 5+
13% |
| | 8% | 33% | 19% | 25% | 15% |
| No. of Available Vehicles | 0
1% | 1
28% | 2
50% | 3
17% | 4+
4% |
| | 2% | 29% | 51% | 14% | 4% |
| Household Averages | Persons
3.0 | Workers
1.5 | Drivers
2.1 | Vehicles
2.0 | Tnps/Day
6.3 |
| | 3.1 | 1.5 | 2.0 | 1.9 | 6.8 |

| | | | | | |
|---|------------------|------------------|------------|-------------------------|--------------|
| TOTAL POPULATION: 29,000
26,300 | | | | | |
| Employment Status | | | | | |
| | Population | Licensed Drivers | Full-Time | Part-Time | Work at Home |
| Male | 15,000
13,400 | 72%
67% | 45%
48% | 2%
1% | 4%
4% |
| Female | 14,000
12,900 | 67%
65% | 27%
26% | 12%
11% | 4%
3% |
| | 20%
20% | | | | 24%
26% |
| Age | Median | 0-10 | 11-15 | 16-25 | 26-45 |
| | 32.7
32.3 | 20%
17% | 5%
10% | 12%
13% | 20%
33% |
| | | | | | 46-64
19% |
| | | | | | 65+
7% |
| Daily tnps/Person (age 11+): | | | 2.6
2.6 | Daily work tnps/Worker: | |
| | | | | 0.76
0.67 | |



TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Flamborough

| Time Period | Trips | % of 24 hr | HB-W | HB-S | HB-D | N HB |
|-------------|------------------|--------------|------------|------------|------------|------------|
| 6 - 9 a.m. | 13,500
10,900 | 21.7
19.0 | 61%
60% | 22%
20% | 12%
15% | 6%
6% |
| 24 hours | 61,000
57,400 | | 32%
27% | 10%
13% | 39%
43% | 19%
17% |

Percentage of tnps made within district: 6-9 a.m. = 17% 24 hours = 27%
23% 29%

Trips Made to Flamborough

| Time Period | Trips | % of 24 hr | Work | School | Home | Other |
|-------------|------------------|-------------|------------|------------|------------|------------|
| 6 - 9 a.m. | 4,000
4,700 | 8.6
11.8 | 55%
61% | 15%
16% | 11%
11% | 18%
12% |
| 24 hours | 44,000
40,000 | | 8%
10% | 1%
4% | 56%
60% | 35%
26% |

MODE OF TRAVEL

Trips Made by Residents of Flamborough

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------------------------|------------------|--------------|----------------|---------------|--------------|--------------|------------|
| 6 - 9 a.m. | 13,500
10,900 | 73%
76% | 10%
8% | *
* | 1%
* | 2%
3% | 14%
12% |
| 24 hours | 61,000
57,400 | 76%
72% | 15%
17% | 0%
1% | 1%
0% | 2%
2% | 6%
8% |
| Mean Tnp Length: (kilometres) | | 12.5
13.5 | 10.9
10.6 | 21.2
18.7 | 55.9
53.9 | | |

Trips Made to Flamborough

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------|------------------|-------------|----------------|---------------|----------|--------------|-----------|
| 6 - 9 a.m. | 4,000
4,700 | 72%
74% | 9%
11% | *
* | *
* | 5%
7% | 15%
8% |
| 24 hours | 44,000
40,000 | 74%
72% | 18%
17% | *
0% | 0%
* | 2%
3% | 5%
8% |

LEGEND

1991 TTS
1986 TTS



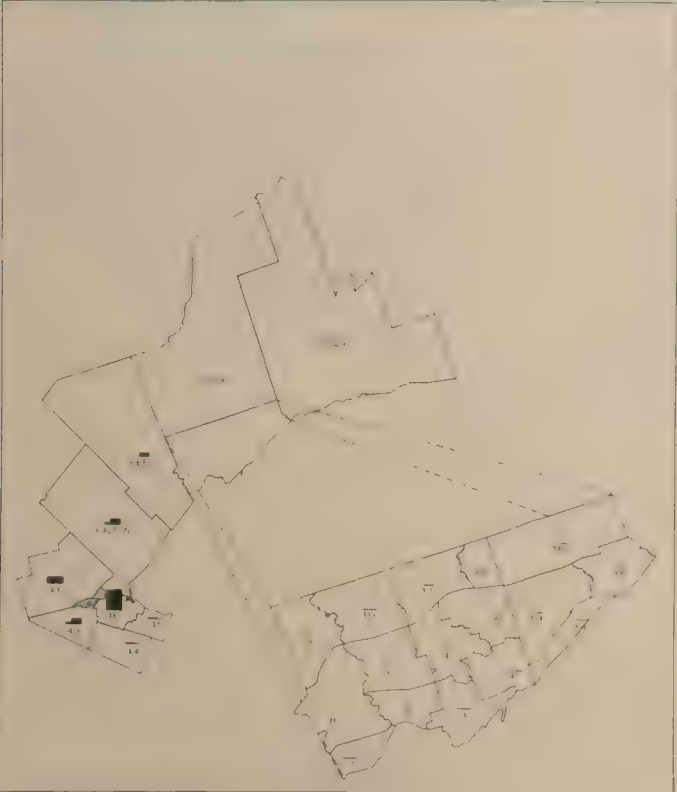
TRANSPORTATION
TOMORROW

University of Toronto
Joint Program in Transportation
Data Management Group

PLANNING DISTRICT 42: TOWN OF DUNDAS

24 - HOUR WORK TRIPS

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 42



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 42



PLANNING DISTRICT 42: TOWN OF DUNDAS

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

109

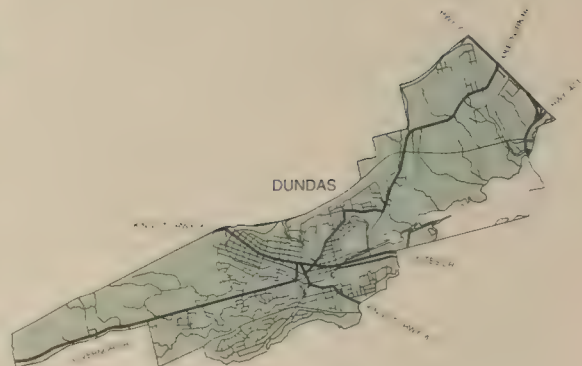
DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 7,700
6,900

| | | | | | |
|---------------------------|-----------------------|-----------------------|-----------------------|------------------------|------------------------|
| Dwelling Type | House: 73%
76% | | Other: 27%
24% | | |
| Household Size (persons) | 1
27%
16% | 2
39%
35% | 3
12%
21% | 4
15%
21% | 5+
*
8% |
| No. of Available Vehicles | 0
*
8% | 1
37%
40% | 2
54%
42% | 3
*
7% | 4+
*
2% |
| Household Averages | Persons
2.4
2.7 | Workers
1.3
1.4 | Drivers
1.8
1.8 | Vehicles
1.5
1.6 | Tnps/Day
6.0
6.2 |

TOTAL POPULATION: 18,500
18,800

| | | Employment Status | | | | | |
|------------------------------|------------|-------------------|-----------|------------------------|--------------|---------|------|
| | Population | Licensed Drivers | Full-Time | Part-Time | Work at Home | Student | |
| Male | 8,000 | 82% | 54% | * | * | 12% | |
| | 8,900 | 74% | 54% | 1% | 1% | 22% | |
| Female | 10,000 | 67% | 39% | * | * | 18% | |
| | 9,900 | 60% | 27% | 10% | 3% | * | |
| | Median | 0-10 | 11-15 | 16-25 | 26-45 | 46-64 | 65+ |
| Age | 37.4 | 11% | 7% | 13% | 28% | 28% | 12% |
| | 33.4 | 15% | 6% | 15% | 32% | 21% | 1% |
| Daily tnps/Person (age 11+): | | 2.8 | | Daily work tnps/Worker | | | 0.81 |
| | | 2.7 | | | | | 0.77 |



TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Dundas

| Time Period | Trips | % of 24 hr | Trip Purpose Category | | | |
|-------------|------------------|--------------|-----------------------|------------|------------|------------|
| | | | HB-W | HB-S | HB-D | N-HB |
| 6 - 9 a.m. | 8,500
8,900 | 18.4
20.8 | 67%
58% | 18%
19% | 11%
15% | *
9% |
| 24 hours | 46,500
42,900 | | 34%
31% | 7%
10% | 43%
40% | 16%
19% |

Percentage of tnps made within district: 6-9 a.m. = 27%
24 hours = 29%
33% 36%

Trips Made to Dundas

| Time Period | Trips | % of 24 hr | Destination Purpose | | | |
|-------------|------------------|--------------|---------------------|------------|------------|------------|
| | | | Work | School | Home | Other |
| 6 - 9 a.m. | 5,000
5,700 | 14.0
15.0 | 39%
42% | 41%
33% | *
2% | 9%
22% |
| 24 hours | 37,500
37,800 | | 8%
9% | 6%
6% | 52%
46% | 34%
39% |

MODE OF TRAVEL

Trips Made by Residents of Dundas

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------------------------|------------------|-------------|----------------|---------------|----------|--------------|----------|
| 6 - 9 a.m. | 8,500
8,900 | 68%
69% | 11%
9% | *
4% | *
* | *
9% | *
7% |
| 24 hours | 46,500
42,900 | 76%
73% | 16%
15% | 2%
3% | *
* | 2%
6% | 2%
3% |
| Mean Tnp Length: (kilometres) | | 8.0
7.9 | 6.3
5.7 | 4.0
8.3 | *
* | *
* | |

Trips Made to Dundas

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------|------------------|-------------|----------------|---------------|----------|--------------|------------|
| 6 - 9 a.m. | 5,000
5,700 | 49%
58% | 17%
9% | *
3% | *
* | *
13% | 18%
17% |
| 24 hours | 37,500
37,800 | 73%
71% | 17%
15% | 2%
3% | *
* | 3%
6% | 5%
5% |

LEGEND

1991 TTS
1986 TTS



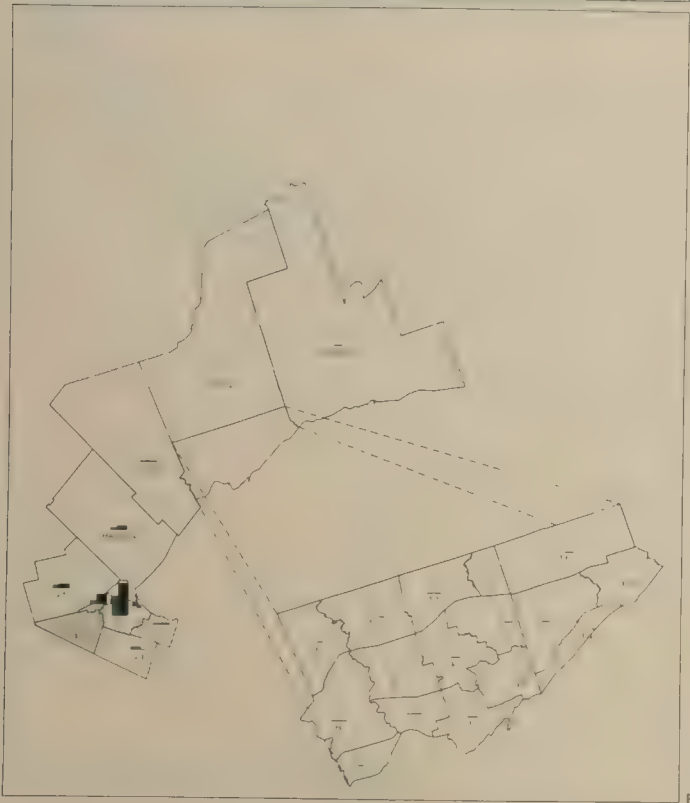
TRANSPORTATION
TOMORROW

University of Toronto
Joint Program in Transportation
Data Management Group

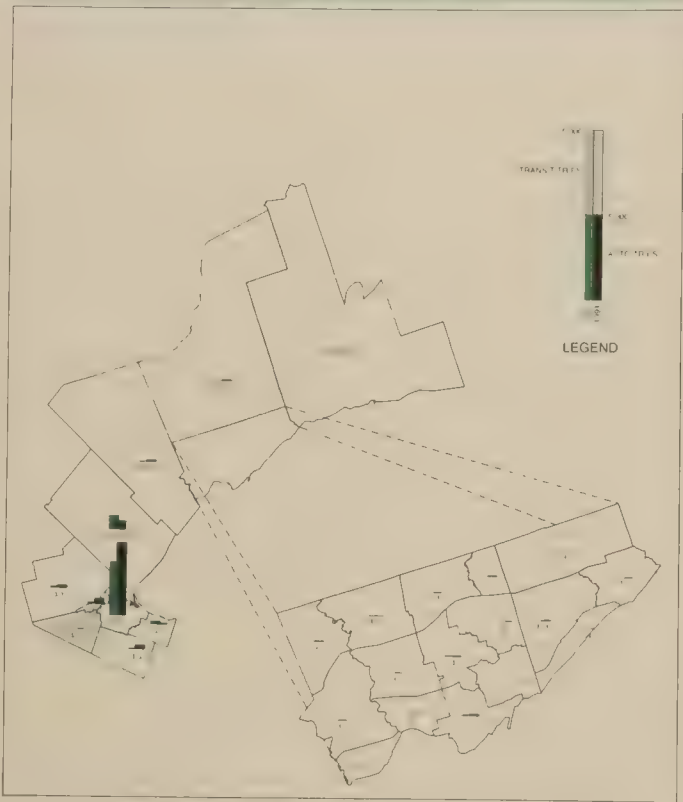
PLANNING DISTRICT 43: TOWN OF ANCASTER

24 - HOUR WORK TRIPS

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 43



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 43



PLANNING DISTRICT 43: TOWN OF ANCASTER

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

111

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 6,900
5,400

| | | | | | |
|---------------------------|-------------------|---------|-----------------|----------|-----------|
| Dwelling Type | House: 96%
97% | | Other: 4%
3% | | |
| Household Size (persons) | 1 | 2 | 3 | 4 | 5+ |
| | 10% | 36% | 22% | 23% | 10% |
| | 9% | 31% | 22% | 26% | 14% |
| No. of Available Vehicles | 0 | 1 | 2 | 3 | 4+ |
| | 3% | 22% | 62% | 9% | 4% |
| | 2% | 22% | 54% | 17% | 5% |
| Household Averages | Persons | Workers | Drivers | Vehicles | Trips/Day |
| | 2.9 | 1.5 | 2.0 | 1.9 | 7.2 |
| | 3.1 | 1.5 | 2.2 | 2.0 | 7.0 |

TOTAL POPULATION: 20,000
16,900

| | | Employment Status | | | | | |
|-------------------------------|------------|-------------------|-----------|--------------------------|--------------|---------|------|
| | Population | Licensed Drivers | Full-Time | Part-Time | Work at Home | Student | |
| Male | 10,000 | 69% | 46% | 2% | 4% | 25% | |
| | 8,700 | 72% | 53% | 1% | 3% | 23% | |
| Female | 10,000 | 70% | 30% | 12% | 3% | 19% | |
| | 8,200 | 67% | 27% | 9% | 2% | 20% | |
| | Median | 0-10 | 11-15 | 16-25 | 26-45 | 46-64 | 65+ |
| Age | 35.5 | 16% | 8% | 11% | 32% | 21% | 11% |
| | 33.4 | 18% | 6% | 13% | 31% | 24% | 8% |
| Daily trnps/Person (age 11+): | | | 2.9 | Daily work trnps/Worker: | | | 0.78 |
| | | | 2.7 | | | | 0.75 |



TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Ancaster

| Time Period | Trips | % of 24 hr | HB-W | HB-S | HB-D | N HB |
|-------------|--------|------------|------|------|------|------|
| 6 - 9 a.m. | 10,000 | 20.0 | 58% | 24% | 11% | 7% |
| | 8,000 | 21.4 | 55% | 15% | 19% | 11% |
| 24 hours | 49,500 | | 29% | 10% | 43% | 18% |
| | 37,600 | | 28% | 11% | 42% | 19% |

Percentage of trips made within district: 6-9 a.m. = 32% 24 hours = 30%
27% 32%

Trips Made to Ancaster

| Time Period | Trips | % of 24 hr | Work | School | Home | Other |
|-------------|--------|------------|------|--------|------|-------|
| 6 - 9 a.m. | 6,500 | 17.3 | 53% | 26% | • | 20% |
| | 4,400 | 14.6 | 48% | 24% | 7% | 22% |
| 24 hours | 38,500 | | 13% | 5% | 52% | 30% |

MODE OF TRAVEL

Trips Made by Residents of Ancaster

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------------------------|--------|-------------|----------------|---------------|----------|--------------|-------|
| 6 - 9 a.m. | 10,000 | 71% | 9% | • | • | 3% | 16% |
| | 8,000 | 79% | 9% | • | • | 2% | 9% |
| 24 hours | 49,500 | 75% | 16% | 1% | 0% | 2% | 6% |
| | 37,600 | 76% | 15% | 1% | 0% | 2% | 6% |
| Mean Trip Length (kilometres) | | 9.7 | 9.6 | 3.8 | 65.9 | | |
| | | 9.3 | 8.6 | 30.2 | 70.9 | | |

Trips Made to Ancaster

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------|--------|-------------|----------------|---------------|----------|--------------|-------|
| 6 - 9 a.m. | 6,500 | 67% | 9% | • | • | 5% | 16% |
| | 4,400 | 71% | 10% | • | • | 2% | 17% |
| 24 hours | 38,500 | 72% | 17% | 1% | • | 2% | 7% |

LEGEND

1991 TTS
1991 TTS



TRANSPORTATION
TOMORROW
SURVEY

University of Toronto
Joint Program in Transportation
Data Management Group

PLANNING DISTRICT 44: TOWNSHIP OF GLANBROOK

24 - HOUR WORK TRIPS

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 44



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 44



PLANNING DISTRICT 44: TOWNSHIP OF GLANBROOK

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

113

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 3,100
3,000

| | | | | | |
|---------------------------|--------------------|----------|---------|----------|------------|
| Dwelling Type | House: 100%
97% | Other: * | * | | |
| Household Size (persons) | 1 | 2 | 3 | 4 | 5+ |
| | * | 41% | * | * | 29% |
| | 9% | 35% | 20% | 19% | 18% |
| No. of Available Vehicles | 0 | 1 | 2 | 3 | 4+ |
| | * | 29% | 47% | 24% | * |
| | * | 28% | 42% | 15% | 14% |
| Household Averages | Persons | Workers | Drivers | Vehicles | Tnps/Daily |
| | 3.6 | 1.7 | 2.3 | 1.9 | 7.5 |
| | 3.1 | 1.6 | 2.2 | 2.2 | 6.5 |

TOTAL POPULATION: 11,000
9,200

| | | | | | | | | |
|------------------------------|----------------|------------------|--------------------------|--------------------------------------|--------------|------------|-----|--|
| | | | Employment Status | | | | | |
| | Population | Licensed Drivers | Full-Time | Part-Time | Work at Home | Student | | |
| Male | 5,000
4,800 | 70%
75% | 41%
51% | * | 15%
11% | 30%
22% | | |
| Female | 6,000
4,500 | 59%
66% | 29%
24% | 11% | * | 21%
22% | | |
| | Median | 0-10 | 11-15 | 16-25 | 26-45 | 46-64 | 65+ | |
| Age | 32.2
32.9 | 25%
14% | *
6% | 13%
16% | 30%
31% | 23%
22% | | |
| Daily tnps/Person (age 11+): | | | 2.8
2.4 | Daily work tnps/Worker: 0.72
0.66 | | | | |



TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Glanbrook

| Time Period | Trips | % of 24 hr | Trip Purpose Category | | | |
|---|------------------|--------------|------------------------------|------------|------------|------------|
| | | | HB-W | HB-S | HB-D | N-HB |
| 6 - 9 a.m. | 4,000
3,500 | 18.1
18.0 | 52%
64% | 30%
23% | 9%
9% | 4%
4% |
| 24 hours | 23,000
19,300 | | 29%
29% | 11%
12% | 36%
42% | 24%
17% |
| Percentage of tnps made within district: 6-9 a.m. = | | | * 24 hours = | | | |
| | | | 7% 11% | | | |

Trips Made to Glanbrook

| Time Period | Trips | % of 24 hr | Destination Purpose | | | |
|-------------|------------------|------------|----------------------------|------------|------------|-------|
| | | | Work | School | Home | Other |
| 6 - 9 a.m. | 1,000
1,100 | 6.9
9.0 | 74%
64% | * | * | * |
| 24 hours | 13,000
11,100 | | 7%
7% | 68%
68% | 23%
24% | |

MODE OF TRAVEL

Trips Made by Residents of Glanbrook

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|--------------------------------|------------------|--------------|----------------|---------------|----------|--------------|------------|
| 6 - 9 a.m. | 4,000
3,500 | 65%
73% | *
7% | * | * | * | 22%
18% |
| 24 hours | 23,000
19,300 | 69%
74% | 23%
17% | 1% | * | 1% | 8%
8% |
| Mean Trip Length: (kilometres) | | 10.7
12.3 | 11.8
11.1 | *
9.0 | * | * | |

Trips Made to Glanbrook

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------|------------------|-------------|----------------|---------------|----------|--------------|----------|
| 6 - 9 a.m. | 1,000
1,100 | 80%
82% | *
11% | * | * | * | * |
| 24 hours | 13,000
11,100 | 66%
74% | 25%
27% | 1% | * | * | 8%
8% |

LEGEND

1991 TTS
1991 TTS



**TRANSPORTATION
TOMORROW**

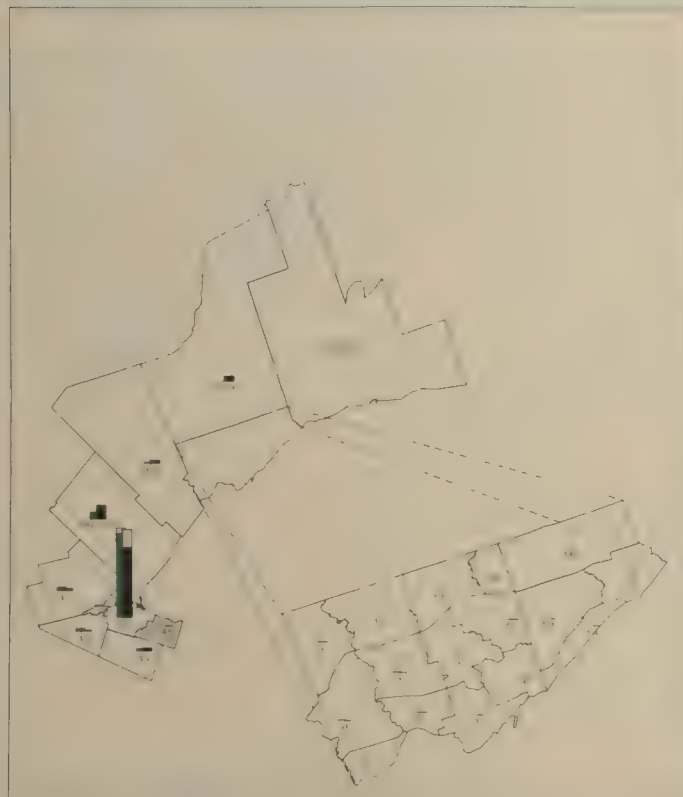
University of Toronto
Joint Program in Transportation
Data Management Group

PLANNING DISTRICT 45: CITY OF STONEY CREEK

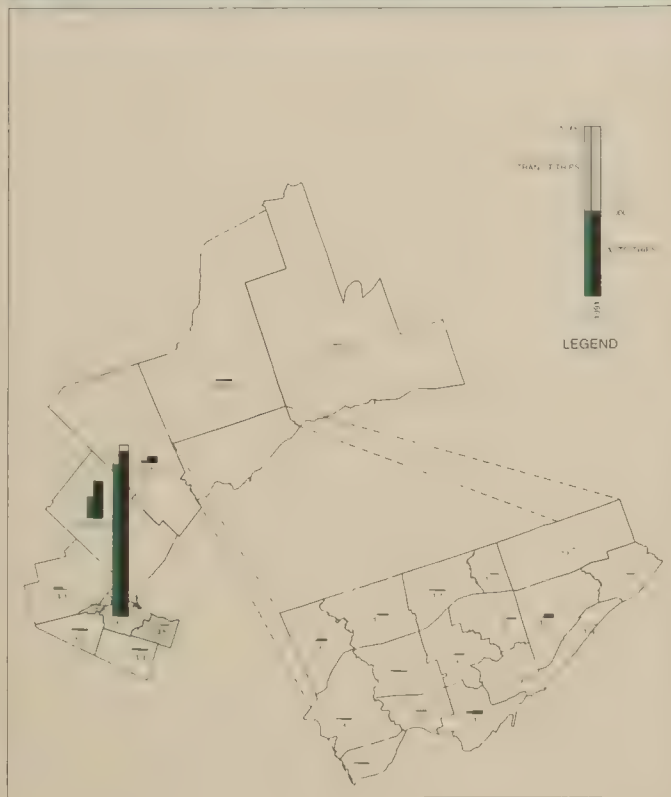
24 - HOUR WORK TRIPS

114

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 45



DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 45



PLANNING DISTRICT 45: CITY OF STONEY CREEK

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

115

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 16,200
14,000

Dwelling Type House: 84% 81% Other: 16% 19%

Household Size (persons)

| | 1 | 2 | 3 | 4 | 5+ |
|-----|-----|-----|-----|-----|----|
| 13% | 29% | 21% | 25% | 13% | |
| 10% | 31% | 18% | 27% | 13% | |

No. of Available Vehicles

| | 0 | 1 | 2 | 3 | 4+ |
|----|-----|-----|-----|----|----|
| 4% | 31% | 51% | 12% | 2% | |
| 6% | 33% | 42% | 14% | 4% | |

Household Averages

| | Persons | Workers | Drivers | Vehicles | Trips/Day |
|-----|---------|---------|---------|----------|-----------|
| 3.0 | 1.5 | 2.0 | 1.8 | 7.0 | |
| 3.1 | 1.5 | 2.0 | 1.8 | 6.7 | |

TOTAL POPULATION: 48,500
42,800

Employment Status

| | Population | Licensed Drivers | Full-Time | Part-Time | Work at Home | Student |
|--------|------------------|------------------|------------|-----------|--------------|------------|
| Male | 25,000
21,300 | 71%
70% | 46%
52% | 1%
1% | 1%
1% | 26%
24% |
| Female | 23,500
21,500 | 64%
58% | 30%
29% | 14%
8% | 1%
1% | 18%
25% |

Age

| | Median | 0-10 | 11-15 | 16-25 | 26-45 | 46-64 | 65+ |
|------|--------|------|-------|-------|-------|-------|-----|
| 32.1 | 17% | 6% | 15% | 34% | 16% | 11% | |
| 31.5 | 15% | 9% | 15% | 33% | 20% | 6% | |

Daily trips/Person (age 11+): 2.8
2.6

Daily work trips/Worker: 0.74
0.76

TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Stoney Creek

Trip Purpose Category

| Time Period | Trips | % of 24 hr | HB-W | HB-S | HB-D | N-HB |
|-------------|-------------------|--------------|------------|------------|------------|------------|
| 6-9 a.m. | 22,500
18,900 | 19.9
20.1 | 57%
59% | 21%
22% | 15%
13% | 7%
6% |
| 24 hours | 113,000
94,100 | | 29%
30% | 10%
13% | 42%
41% | 19%
16% |

Percentage of trips made within district: 6-9 a.m. = 30%
29%

24 hours = 31%
31%

Trips Made to Stoney Creek

Destination Purpose

| Time Period | Trips | % of 24 hr | Work | School | Home | Other |
|-------------|------------------|--------------|------------|------------|------------|------------|
| 6-9 a.m. | 13,000
12,500 | 15.2
16.5 | 56%
59% | 24%
24% | 7%
6% | 14%
12% |
| 24 hours | 86,000
75,400 | | 12%
13% | 4%
7% | 53%
53% | 31%
28% |

MODE OF TRAVEL

Trips Made by Residents of Stoney Creek

Mode of Travel

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------|-------------------|-------------|----------------|---------------|----------|--------------|----------|
| 6-9 a.m. | 22,500
18,900 | 73%
69% | 10%
11% | 3%
7% | 0%
* | 7%
7% | 7%
7% |
| 24 hours | 113,000
94,100 | 74%
68% | 15%
18% | 3%
4% | 1%
* | 4%
6% | 3%
4% |

Mean Trip Length: (kilometres)

| | Auto Driver | Auto Passenger | Local Transit | GO Train |
|-----|-------------|----------------|---------------|----------|
| 8.5 | 7.8 | 11.0 | 29.2 | * |
| 7.9 | 7.1 | 8.3 | | |

Trips Made to Stoney Creek

Mode of Travel

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------|------------------|-------------|----------------|---------------|----------|--------------|----------|
| 6-9 a.m. | 13,000
12,500 | 68%
67% | 8%
12% | 6%
3% | *
* | 12%
10% | 6%
9% |
| 24 hours | 86,000
75,400 | 73%
67% | 15%
18% | 4%
3% | 0%
* | 5%
7% | 3%
* |



LEGEND

1991 TTS
1996 TTS



TRANSPORTATION TOMORROW

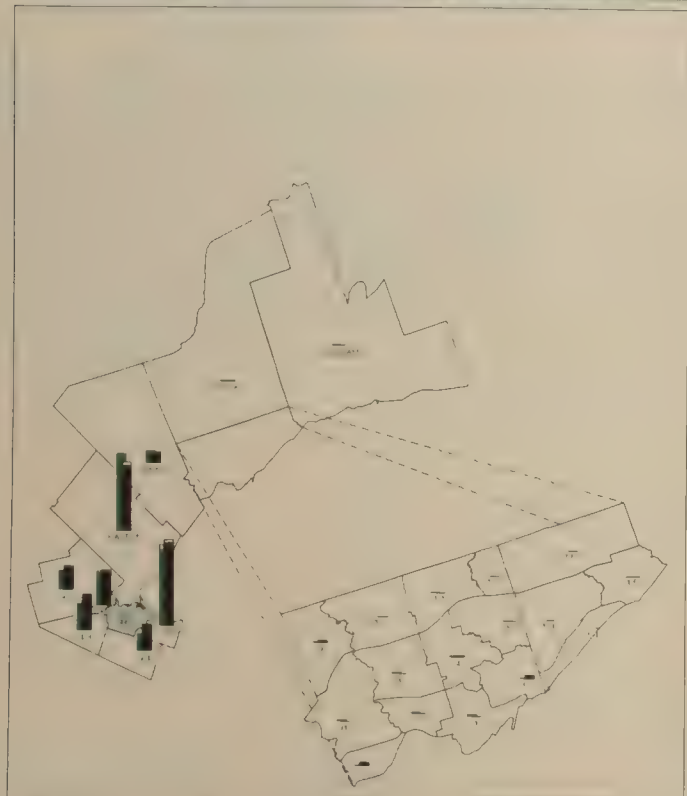
University of Toronto
Joint Program in Transportation
Data Management Group

PLANNING DISTRICT 46: CITY OF HAMILTON

24 - HOUR WORK TRIPS

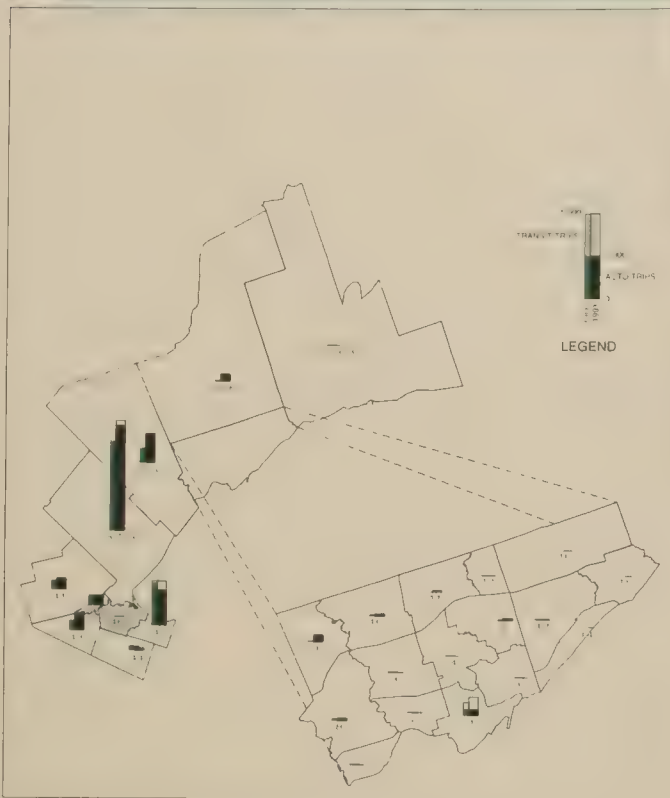
116

ORIGINS OF WORK TRIPS DESTINED FOR PLANNING DISTRICT 46



WORK TRIPS
WITHIN THE
PLANNING DISTRICT

DESTINATIONS OF WORK TRIPS ORIGINATING IN PLANNING DISTRICT 46



PLANNING DISTRICT 46: CITY OF HAMILTON

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

117

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 125,200
118 500

| | | | | | |
|---------------------------|-------------------|---------|-------------------|----------|----------|
| Dwelling Type | House: 66%
67% | | Other: 34%
33% | | |
| Household Size (persons) | 1 | 2 | 3 | 4 | 5+ |
| | 23% | 37% | 16% | 15% | 9% |
| | 24% | 32% | 17% | 18% | 9% |
| No. of Available Vehicles | 0 | 1 | 2 | 3 | 4+ |
| | 18% | 48% | 27% | 6% | 1% |
| | 18% | 50% | 26% | 5% | 1% |
| Household Averages | Persons | Workers | Drivers | Vehicles | Tnps/Day |
| | 2.5 | 1.2 | 1.8 | 1.2 | 5.3 |
| | 2.6 | 1.3 | 1.5 | 1.2 | 5.4 |

TOTAL POPULATION: 317,500
309 300

| | | Employment Status | | | | | |
|------------|---------|-------------------|-----------|-----------|--------------|---------|-----|
| Population | | Licensed Drivers | Full-Time | Part-Time | Work at Home | Student | |
| Male | 153,000 | 70% | 43% | 3% | 2% | 20% | |
| | 150,400 | 68% | 51% | 2% | 1% | 22% | |
| Female | 165,000 | 54% | 29% | 10% | 1% | 17% | |
| | 159 000 | 50% | 27% | 11% | 1% | 21% | |
| | Median | 0-10 | 11-15 | 16-25 | 26-45 | 46-64 | 65+ |
| Age | 33.3 | 15% | 5% | 14% | 32% | 19% | 15% |
| | 32.1 | 14% | 6% | 17% | 30% | 20% | 12% |

Daily trips/Person (age 11+): 2.5
2.4

Daily work tnps/Worker: 0.75
0.75



TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Hamilton

| Time Period | Trips | % of 24 hr | HB-W | HB-S | HB-D | N HB |
|-------------|--------------------|--------------|------------|------------|------------|------------|
| 6 - 9 a.m. | 127,000
124,000 | 19.1
19.4 | 57%
60% | 22%
20% | 14%
14% | 6%
6% |
| 24 hours | 664,000
637,900 | | 30%
32% | 10%
12% | 45%
41% | 15%
15% |

Percentage of tnps made within district: 6-9 a.m. = 77%
79%

Trips Made to Hamilton

| Time Period | Trips | % of 24 hr | Work | School | Home | Other |
|-------------|--------------------|--------------|------------|------------|------------|------------|
| 6 - 9 a.m. | 133,500
133,600 | 19.6
20.2 | 59%
63% | 24%
21% | 3%
4% | 14%
12% |
| 24 hours | 679,500
660,300 | | 16%
18% | 6%
7% | 41%
41% | 37%
34% |

MODE OF TRAVEL

Trips Made by Residents of Hamilton

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------|--------------------|-------------|----------------|---------------|----------|--------------|----------|
| 6 - 9 a.m. | 127,000
124,000 | 59%
59% | 10%
11% | 13%
16% | 1%
0% | 15%
13% | 2%
1% |
| 24 hours | 664,000
637,900 | 63%
60% | 17%
18% | 10%
12% | 0%
0% | 9%
8% | 1%
1% |

Mean Trip Length: 7.4
(kilometres) 6.7

Trips Made to Hamilton

| Time Period | Trips | Auto Driver | Auto Passenger | Local Transit | GO Train | Walk & Cycle | Other |
|-------------|--------------------|-------------|----------------|---------------|----------|--------------|----------|
| 6 - 9 a.m. | 133,500
133,600 | 60%
61% | 10%
11% | 12%
15% | •
• | 14%
12% | 3%
2% |
| 24 hours | 679,500
660 300 | 64%
60% | 16%
18% | 9%
12% | 0%
0% | 9%
8% | 1%
2% |

LEGEND

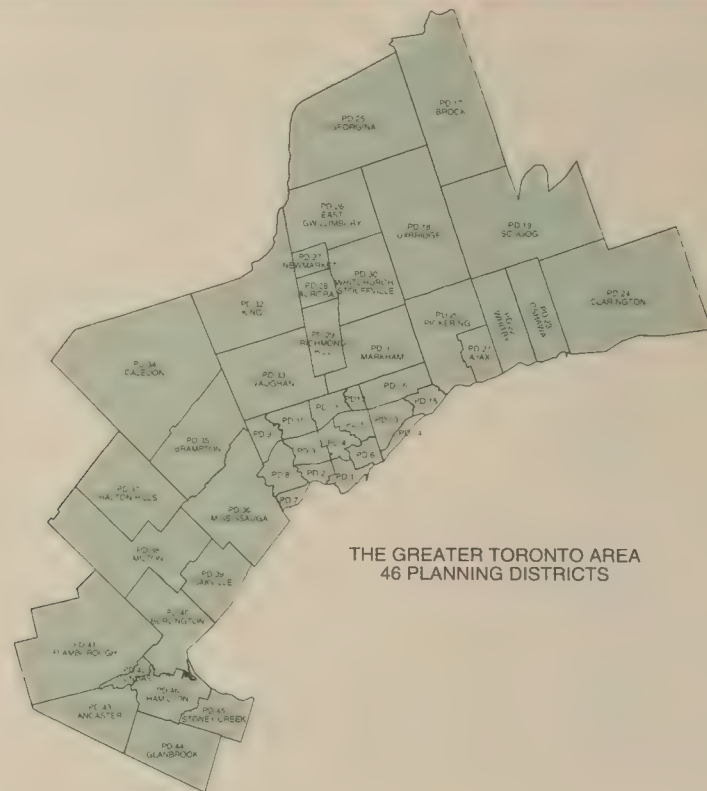
1991 TTS
1986 TTS



TRANSPORTATION
TOMORROW

University of Toronto
Joint Program in Transportation
Data Management Group

ORIGIN-DESTINATION MATRICES



THE GREATER TORONTO AREA
46 PLANNING DISTRICTS

1991 TTS O-D TRIP MATRIX FOR 46 PLANNING DISTRICTS

PURPOSE : All
 MODE : All
 PERIOD : 24 Hour

| FROM: | | TO : METROPOLITAN TORONTO | | | | | | | | | | | | | | | DURHAM | | | | | | | | | | |
|--------------------|----|---------------------------|---------|---------|---------|---------|---------|--------|---------|---------|---------|---------|---------|---------|---------|---------|-----------|--------|--------|--------|---------|---------|---------|---------|--------|-------|---------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | |
| METRO TORONTO | 2 | 222,500 | 71,000 | 45,000 | 78,500 | 22,500 | 76,000 | 7,500 | 27,000 | 7,000 | 15,000 | 24,000 | 10,000 | 29,000 | 8,500 | 9,500 | 23,500 | * | 500 | 500 | 5,500 | 4,000 | 3,500 | 3,000 | 1,000 | | |
| | 3 | 73,000 | 104,500 | 30,500 | 10,500 | 2,000 | 7,000 | 5,000 | 19,500 | 3,000 | 6,000 | 4,500 | 2,000 | 3,000 | 1,000 | 500 | 2,000 | * | 500 | * | 500 | * | * | 500 | * | | |
| | 4 | 46,500 | 30,500 | 127,500 | 26,000 | 4,000 | 5,500 | 2,000 | 15,000 | 8,500 | 33,500 | 12,500 | 4,500 | 6,000 | 500 | 1,000 | 3,000 | * | * | * | 500 | * | * | * | 500 | | |
| | 5 | 75,500 | 11,500 | 28,000 | 132,000 | 19,000 | 21,500 | 1,000 | 7,000 | 3,500 | 9,500 | 22,500 | 6,500 | 11,000 | 2,500 | 1,500 | 7,000 | * | 500 | * | 1,500 | 1,500 | 500 | 1,000 | * | | |
| | 6 | 22,000 | 2,000 | 4,000 | 20,500 | 70,500 | 7,500 | * | 2,500 | 1,000 | 4,000 | 10,500 | 15,500 | 22,500 | 2,000 | 3,500 | 13,500 | * | * | * | 3,000 | 1,000 | 1,500 | 1,000 | 500 | | |
| | 7 | 74,500 | 8,500 | 5,500 | 22,500 | 9,000 | 138,000 | 500 | 2,000 | 1,500 | 5,500 | 5,000 | 3,500 | 26,000 | 6,000 | 4,000 | 7,500 | * | * | * | 2,000 | 500 | * | 1,500 | * | | |
| | 8 | 8,500 | 4,500 | 1,500 | 500 | * | 500 | 26,000 | 21,000 | 3,000 | 1,500 | 500 | * | * | * | * | * | * | * | * | * | * | * | * | * | | |
| | 9 | 28,000 | 19,500 | 14,500 | 6,000 | 3,500 | 2,500 | 21,500 | 153,000 | 17,500 | 12,000 | 4,000 | 1,500 | 2,500 | 1,000 | 500 | 2,500 | * | * | * | 500 | 1,000 | 500 | * | * | | |
| | 10 | 7,000 | 3,000 | 10,000 | 3,500 | 1,500 | 2,000 | 2,500 | 15,500 | 68,500 | 14,000 | 1,500 | 1,000 | 1,500 | 500 | * | 1,000 | * | * | * | * | * | * | 500 | * | | |
| | 11 | 15,500 | 7,000 | 32,300 | 9,500 | 3,000 | 6,000 | 2,000 | 11,500 | 14,500 | 108,000 | 18,000 | 3,000 | 5,000 | 2,000 | 1,000 | 6,500 | * | * | * | 500 | 500 | 500 | * | * | | |
| | 12 | 23,000 | 4,500 | 12,500 | 23,000 | 11,500 | 4,000 | * | 4,500 | 1,500 | 18,000 | 110,000 | 15,500 | 6,500 | 500 | 1,500 | 8,500 | * | 500 | * | 1,500 | 500 | 1,000 | 1,000 | * | | |
| | 13 | 10,500 | 2,000 | 4,000 | 5,500 | 16,500 | 3,000 | * | 1,500 | 1,000 | 3,000 | 17,000 | 44,000 | 9,500 | 1,500 | 3,000 | 17,500 | * | * | * | 1,500 | 1,000 | 1,000 | 500 | * | | |
| | 14 | 29,500 | 3,000 | 6,000 | 11,500 | 22,000 | 27,000 | 500 | 2,500 | 2,000 | 4,000 | 5,500 | 10,000 | 163,000 | 19,500 | 25,000 | 43,500 | * | 500 | 500 | 8,000 | 5,000 | 2,000 | 2,500 | 500 | | |
| | 15 | 8,500 | 1,000 | * | 2,000 | 3,000 | 6,000 | * | 1,000 | 500 | 2,000 | 1,000 | 1,000 | 19,000 | 39,500 | 4,000 | 7,500 | * | * | * | 2,000 | 500 | 500 | 500 | 500 | | |
| | 16 | 10,000 | 500 | 500 | 1,500 | 3,500 | 4,000 | * | * | 500 | 1,000 | 1,500 | 3,000 | 25,000 | 4,000 | 48,500 | 11,500 | * | * | * | 5,000 | 1,500 | 500 | 1,500 | * | | |
| | 17 | 23,500 | 1,500 | 4,500 | 5,500 | 12,500 | 7,000 | * | 3,000 | 1,000 | 6,000 | 9,000 | 17,500 | 45,500 | 7,500 | 12,000 | 141,000 | * | 500 | 500 | 500 | 5,500 | 3,000 | 2,000 | 1,500 | | |
| DURHAM | 17 | * | 500 | * | 500 | * | * | * | 3,000 | 1,000 | 6,000 | 9,000 | 17,500 | 45,500 | 7,500 | 12,000 | 141,000 | * | 500 | 11,500 | 1,000 | 500 | 500 | 500 | * | | |
| | 18 | * | 500 | * | * | 500 | * | * | * | * | * | 500 | * | * | * | * | 500 | * | 500 | 1,000 | 13,500 | 2,500 | 500 | 1,000 | 500 | | |
| | 19 | * | * | * | 500 | * | * | * | * | * | * | * | 500 | * | * | * | 500 | * | 500 | 2,500 | 18,000 | * | 1,000 | 3,500 | 1,000 | | |
| | 20 | 5,500 | 500 | 500 | 2,000 | 3,000 | 2,000 | * | 500 | 1,000 | 1,500 | 1,500 | 8,500 | 1,500 | 5,000 | 5,500 | * | 500 | 500 | * | 71,000 | 14,500 | 4,500 | 5,500 | 1,000 | | |
| | 21 | 4,500 | * | 500 | 1,500 | 1,000 | 500 | * | 1,000 | 500 | 1,000 | 500 | 1,000 | 5,000 | 500 | 1,500 | 3,000 | 500 | 500 | * | 14,500 | 56,500 | 4,500 | 9,000 | 1,000 | | |
| | 22 | 3,000 | 500 | * | 1,000 | 1,500 | 500 | * | 500 | 500 | 1,000 | 500 | 1,000 | 2,000 | * | 500 | 2,000 | * | * | * | 1,000 | 4,500 | 5,000 | 65,500 | 29,500 | 3,000 | |
| | 23 | 3,000 | 500 | * | 1,000 | 1,500 | 1,500 | * | 500 | * | * | 500 | 500 | 3,000 | 500 | 1,500 | 1,500 | 500 | 1,000 | 3,500 | 6,000 | 8,000 | 29,500 | 184,000 | 23,000 | | |
| | 24 | 1,000 | * | 500 | * | 500 | * | * | * | * | * | * | * | 500 | 500 | 500 | 500 | 500 | 500 | 1,000 | 1,000 | 1,000 | 2,500 | 23,000 | 44,000 | | |
| YORK | 25 | 1,000 | * | * | * | * | * | * | * | * | * | 500 | 1,500 | * | * | * | * | * | 1,000 | 2,000 | * | 500 | 500 | * | * | | |
| | 26 | 500 | * | * | * | * | * | * | * | * | * | 500 | 500 | * | * | * | * | * | 500 | 500 | * | 500 | * | * | * | | |
| | 27 | 2,000 | * | 1,000 | 1,000 | 500 | * | * | 500 | 2,000 | 1,000 | 1,000 | 1,000 | * | * | * | 1,000 | * | 500 | * | * | * | * | * | * | | |
| | 28 | 1,500 | * | 500 | 1,500 | 1,000 | * | * | 1,000 | 500 | 500 | 1,000 | 1,000 | * | * | * | 500 | * | * | * | * | 500 | * | * | * | | |
| | 29 | 8,000 | 1,500 | 2,500 | 3,000 | 2,000 | 1,500 | * | 1,000 | 1,000 | 4,000 | 6,500 | 2,500 | 2,000 | * | 500 | 3,500 | * | * | * | * | 500 | 500 | * | 500 | | |
| | 30 | 500 | * | * | 500 | 500 | * | * | * | * | 500 | 500 | 500 | 500 | * | 1,000 | 500 | 500 | 1,500 | 1,500 | * | 500 | * | * | 500 | | |
| | 31 | 16,000 | 1,500 | 2,500 | 7,500 | 9,000 | 5,000 | * | 1,500 | 500 | 6,000 | 19,000 | 13,500 | 11,500 | 1,000 | 2,500 | 30,000 | * | 2,000 | 3,000 | 1,000 | 3,000 | 2,000 | 1,000 | 1,000 | 500 | |
| | 32 | 1,000 | * | 500 | * | * | * | * | 500 | 1,500 | 500 | * | 500 | * | * | * | * | 500 | 1,000 | 3,500 | 6,000 | 8,000 | 29,500 | 184,000 | 23,000 | | |
| PEEL | 33 | 9,500 | 3,500 | 11,000 | 5,000 | 2,500 | 500 | 500 | 4,000 | 9,000 | 22,500 | 19,000 | 3,500 | 3,000 | 500 | 500 | 3,000 | * | * | * | 500 | * | 500 | 500 | * | | |
| | 34 | 500 | 500 | 500 | * | * | * | * | 1,000 | 1,500 | 1,500 | 500 | * | * | * | * | * | * | * | * | * | * | * | * | * | | |
| | 35 | 9,500 | 2,000 | 4,500 | 2,000 | 1,000 | 1,000 | 1,500 | 5,500 | 10,000 | 6,500 | 2,000 | 1,000 | 1,500 | * | 1,000 | 1,500 | * | * | * | * | 500 | * | * | * | | |
| | 36 | 39,500 | 15,500 | 12,500 | 8,500 | 5,000 | 6,000 | 16,000 | 51,000 | 18,300 | 12,500 | 8,000 | 4,000 | 5,000 | 1,000 | 1,000 | 5,500 | * | * | * | * | 2,000 | 1,000 | 1,500 | 500 | | |
| HALTON | 37 | 1,500 | * | * | * | * | * | * | 500 | 500 | 500 | 500 | 500 | 500 | 500 | 500 | 500 | * | * | * | * | * | * | * | * | | |
| | 38 | 2,000 | * | 500 | * | 500 | * | * | 500 | 500 | 500 | 500 | 500 | 500 | 500 | 500 | 500 | * | * | * | * | * | * | * | * | | |
| | 39 | 9,000 | 1,000 | 1,500 | 1,000 | * | 500 | 3,000 | 3,500 | 500 | 1,000 | 500 | * | * | * | 500 | 500 | * | * | * | 500 | * | * | * | * | | |
| | 40 | 4,500 | 500 | * | 1,000 | 500 | * | 500 | 2,000 | 500 | 500 | 500 | * | * | 500 | 500 | * | * | * | * | * | * | * | * | * | | |
| HAMILTON-WENTWORTH | 41 | 500 | * | * | * | * | * | * | 2,000 | 500 | 500 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | | |
| | 42 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | | |
| | 43 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | | |
| | 44 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | | |
| | 45 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | | |
| | 46 | 5,500 | * | * | * | 500 | 500 | 500 | 500 | 500 | 1,000 | 500 | * | 500 | * | * | * | 500 | * | * | * | * | * | * | 500 | | |
| ZONE TOTAL | | 808,500 | 302,500 | 370,500 | 396,000 | 236,500 | 317,000 | 91,000 | 361,500 | 182,000 | 307,000 | 309,500 | 169,500 | 423,500 | 103,000 | 130,500 | 356,500 | 11,000 | 28,500 | 29,500 | 143,500 | 112,000 | 126,000 | 274,000 | 77,500 | | |
| REGION TOTAL | | | | | | | | | | | | | | | | | 4,887,500 | | | | | | | | | | 808,000 |

NOTE: All numbers have been rounded to the nearest five hundred. As a result, there may be some discrepancy in the column and row totals

PURPOSE : All
MODE : All
PERIOD : 24 Hour

| YORK | PEEL | | | | | | | | | | | | HALTON | | | | HAMILTON-WENTWORTH | | | | | | | | ZONE TOTAL | REGION TOTAL | FROM: |
|------|-------|-------|-------|-------|-------|--------|--------|--------|--------|-------|--------|--------|--------|-------|-------|-------|--------------------|-----|-----|-------|-------|---------|----|---------|------------|--------------|-------|
| | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | | | | | |
| 500 | 1 000 | 1 500 | 1 500 | 2 500 | 500 | 16 500 | 1 000 | 8 500 | 1 000 | 8 500 | 41 000 | 1 500 | 1 500 | 9 000 | 4 000 | 41 | 500 | 500 | 500 | 500 | 5 000 | 805 500 | 1 | METRO | | | |
| 2 | " | " | " | 1 000 | " | 2 000 | 1 000 | 3 000 | " | 500 | 2 500 | 16 500 | " | " | 1 000 | 500 | " | " | " | " | " | 304 500 | 2 | TORONTO | | | |
| 3 | " | " | 1 000 | 500 | 2 000 | " | 3 000 | 500 | 11 000 | 1 000 | 4 000 | 16 500 | " | 500 | 500 | 500 | " | " | " | " | " | 369 500 | 3 | " | | | |
| 4 | " | " | " | 1 000 | 1 000 | 2 500 | 500 | 7 000 | " | 4 500 | " | 2 500 | 8 500 | " | 1 000 | 1 000 | " | " | " | " | 500 | 396 000 | 4 | " | | | |
| 5 | " | 500 | 500 | 1 000 | 2 000 | 500 | 10 500 | " | 3 000 | 500 | 1 500 | 4 500 | " | " | 500 | 500 | " | " | " | " | 500 | 235 000 | 5 | " | | | |
| 6 | " | " | " | " | 1 000 | " | 4 000 | " | 1 000 | " | 1 500 | 6 000 | " | " | 500 | " | " | " | " | " | 500 | 338 500 | 6 | " | | | |
| 7 | " | 500 | " | " | " | " | " | 500 | " | " | 1 500 | 16 500 | " | " | 3 000 | 500 | " | " | " | 500 | " | 93 000 | 7 | " | | | |
| 8 | " | " | " | " | 1 500 | " | 1 000 | 500 | 4 000 | 500 | 5 500 | 48 000 | " | 500 | 3 500 | 2 000 | " | " | " | " | 500 | 360 000 | 8 | " | | | |
| 9 | " | 500 | 2 000 | 500 | 4 000 | " | 1 000 | 1 000 | 11 000 | 2 000 | 9 000 | 18 000 | 500 | 500 | 500 | 1 000 | " | 500 | " | 1 000 | " | 182 000 | 9 | " | | | |
| 10 | " | 500 | " | " | " | 6 000 | 500 | 22 500 | " | 1 500 | 7 500 | 12 500 | 1 000 | 500 | 1 500 | 500 | " | " | " | " | 500 | 307 000 | 10 | " | | | |
| 11 | 500 | " | 1 000 | 1 000 | 8 000 | " | 18 500 | 500 | 19 500 | 500 | 2 000 | 8 000 | " | " | 500 | " | " | " | " | " | " | 309 000 | 11 | " | | | |
| 12 | " | 500 | " | " | 2 000 | " | 14 000 | " | 3 000 | " | 1 000 | 3 000 | " | " | " | 500 | " | " | " | " | " | 169 000 | 12 | " | | | |
| 13 | 1 500 | 500 | 1 000 | 500 | 2 000 | 500 | 14 500 | " | 2 500 | " | 1 000 | 4 500 | " | " | " | " | " | " | " | " | 500 | 423 500 | 13 | " | | | |
| 14 | " | " | " | " | " | 500 | 500 | 1 000 | " | " | " | " | " | " | 500 | 500 | " | " | " | " | " | 103 500 | 14 | " | | | |
| 15 | " | " | " | " | 500 | " | 3 000 | " | 500 | " | 1 000 | 1 500 | " | " | " | " | " | " | " | " | " | 131 000 | 15 | " | | | |
| 16 | " | 500 | 500 | 500 | 3 500 | 1 000 | 28 000 | " | 3 000 | " | 1 500 | 5 000 | " | " | 1 000 | " | " | " | " | " | " | 356 000 | 16 | DURHAM | | | |
| 17 | 1 000 | " | " | " | " | 500 | " | " | " | " | " | " | " | " | " | " | " | " | " | " | 500 | 17 000 | 17 | " | | | |
| 18 | 2 000 | 500 | 500 | " | " | 1 500 | 2 000 | " | 500 | " | " | " | " | " | " | " | " | " | " | " | " | 28 500 | 18 | " | | | |
| 19 | " | " | 500 | " | " | " | 1 000 | " | " | " | " | " | " | " | " | " | " | " | " | " | " | 30 500 | 19 | " | | | |
| 20 | 500 | " | " | " | 500 | 500 | 3 500 | " | 500 | " | 2 000 | " | " | " | " | " | " | " | " | " | " | 143 000 | 20 | " | | | |
| 21 | 500 | " | " | " | 500 | " | 1 500 | " | " | " | " | " | " | 500 | " | " | " | " | " | " | " | 112 500 | 21 | " | | | |
| 22 | " | " | " | " | " | " | 1 500 | " | 50 | | | | | | | | | | | | | | | | | | |

1991 TTS O-D TRIP MATRIX FOR 46 PLANNING DISTRICTS

PURPOSE : All
 MODE : All
 PERIOD : 8 to 9 AM

| TO : | | METROPOLITAN TORONTO | | | | | | | | | | | | | | | | DURHAM | | | | | | | |
|------------------------|----|--|--------|--------|--------|--------|--------|-------|--------|--------|--------|--------|-------|--------|--------|-------|--------|-----------|-------|-------|--------|--------|--------|--------|---------|
| FROM: | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| METRO
TORONTO | 1 | 38 500 | 3 000 | 2 000 | 5 500 | 2 000 | 2 500 | 500 | 1 000 | 500 | 1 000 | 1 500 | 500 | 1 000 | 500 | | 500 | | | | 500 | | | | |
| | 2 | 31 500 | 18 000 | 5 000 | 5 000 | 1 000 | 1 000 | 2 000 | 3 500 | 2 000 | 1 000 | 1 500 | 1 000 | 1 000 | | | 1 000 | | 500 | | | | | | |
| | 3 | 22 000 | 10 000 | 24 500 | 7 000 | 1 000 | 500 | 500 | 3 500 | 2 000 | 11 500 | 3 000 | 500 | 1 500 | | | 1 000 | | | | | | | | |
| | 4 | 33 000 | 1 000 | 2 500 | 22 000 | 3 000 | 1 500 | 500 | 1 000 | 1 000 | 3 000 | 4 500 | 1 500 | 1 500 | | | 500 | | | | | | | | |
| | 5 | 11 000 | | 500 | 5 500 | 14 000 | 500 | | 500 | | 1 000 | 1 500 | 3 500 | 3 500 | | 500 | 2 500 | | | | 500 | | | 500 | |
| | 6 | 36 500 | 2 500 | 1 500 | 7 000 | 3 500 | 26 500 | | 1 000 | 500 | 1 500 | 2 000 | 2 000 | 6 000 | | | 3 000 | | | | 500 | | | | |
| | 7 | 4 500 | 1 000 | 500 | | | | 7 500 | 6 000 | 500 | | | | | | | | | | | | | | | |
| | 8 | 15 500 | 3 000 | 3 500 | 3 500 | 1 500 | 500 | 5 000 | 25 500 | 4 000 | 4 000 | 1 500 | | 500 | | | 1 000 | | | | | 500 | | | |
| | 9 | 3 000 | 500 | 1 000 | 1 000 | 500 | 500 | 500 | 3 000 | 16 500 | 3 500 | 500 | | 500 | | | | | | | | | | | |
| | 10 | 6 000 | 1 000 | 5 500 | 1 500 | 1 000 | 1 000 | 1 000 | 1 500 | 4 000 | 23 500 | 2 000 | | 1 000 | | | 1 500 | | | | 500 | | | | |
| | 11 | 12 000 | 500 | 2 000 | 4 000 | 2 000 | 1 000 | | 500 | 1 000 | 4 500 | 19 500 | 2 000 | 1 500 | | | 500 | 1 500 | | | 500 | | | | |
| | 12 | 5 500 | 500 | 1 000 | 2 000 | 3 000 | 500 | | 500 | | 1 500 | 5 000 | 8 500 | 1 000 | | | 500 | 3 000 | | | | | | | |
| | 13 | 13 000 | | 1 000 | 3 500 | 5 500 | 3 500 | | 500 | 500 | 1 000 | 2 500 | 3 000 | 31 500 | 3 000 | 2 500 | 6 000 | | | | 1 000 | 1 000 | | 500 | |
| | 14 | 6 000 | 500 | | 1 000 | 1 500 | 2 000 | | 1 000 | 500 | 1 500 | 500 | 500 | 3 000 | 5 500 | 1 000 | 2 000 | | | | | | | | |
| | 15 | 6 000 | | 500 | 500 | 1 500 | 1 500 | | | | 500 | 500 | 1 500 | 1 000 | 10 500 | 1 000 | 12 000 | 4 000 | | | 1 000 | | | | |
| | 16 | 14 500 | 500 | 500 | 3 500 | 5 500 | 1 500 | | 1 500 | 500 | 2 500 | 3 500 | 3 500 | 11 000 | 1 500 | 2 000 | 30 000 | | | | 500 | | | 500 | |
| DURHAM | 17 | | | | | | | | | | | | | | | | | 2 000 | | | | 500 | | | |
| | 18 | | | | | | | | | | | | | | | | | | 2 500 | 500 | | | | | |
| | 19 | | | | | | | | | | | | | 500 | | | | | 500 | 5 500 | | | | | |
| | 20 | 4 500 | | | 1 500 | 2 000 | 500 | | | 500 | 500 | 500 | 1 000 | 3 000 | 500 | 1 000 | 2 500 | | | | 13 000 | 1 500 | 500 | 500 | |
| | 21 | 2 500 | | | 1 000 | 500 | | | | | 500 | 500 | 2 500 | 500 | | | 1 500 | | | | 3 000 | 11 000 | 500 | 1 000 | |
| | 22 | 2 000 | | | 500 | 1 000 | | | | | 500 | 500 | 1 000 | | | | 500 | | | | 2 000 | 2 000 | 11 500 | 4 500 | |
| | 23 | 2 000 | | | 500 | 1 000 | 500 | | | | | 500 | 1 000 | | | 1 000 | 1 000 | | | 1 000 | 2 500 | 2 000 | 5 000 | 30 500 | 2 500 |
| | 24 | 500 | | | | | | | | | | | 500 | 1 000 | | | | | | | 1 000 | 500 | 1 500 | 6 000 | 8 500 |
| YORK | 25 | 500 | | | | | | | | | | | | 500 | | | | 500 | 1 500 | | | | | | |
| | 26 | | | | | | | | | | | 500 | | 500 | | | | | | | | | | | |
| | 27 | 1 500 | | | 500 | 500 | | | | | 1 500 | 500 | | 500 | | | 500 | | | | | | | | |
| | 28 | 1 000 | | 500 | 500 | 500 | | | | | 500 | 500 | 500 | | | | 500 | | | | | | | | |
| | 29 | 5 000 | 500 | 1 000 | 1 000 | 1 000 | | | | 500 | 2 000 | 2 500 | 1 000 | 500 | | | 500 | | | | | | | | |
| | 30 | 500 | | | | 500 | | | | | | | 500 | 500 | | | 500 | | | | | | | | |
| | 31 | 8 500 | | 500 | 2 500 | 3 000 | 500 | | | 500 | 2 000 | 5 000 | 3 000 | 3 000 | 500 | 500 | 5 500 | | | | 500 | 500 | | | |
| | 32 | 500 | | | | | | | 500 | 1 000 | 500 | | | 500 | | | | | | | | | | | |
| PEEL | 33 | 6 000 | 500 | 2 000 | 2 000 | 500 | | 500 | 1 000 | 2 500 | 7 000 | 4 500 | 500 | 500 | | | 500 | | | | | | | | |
| | 34 | 500 | | | | | | | 500 | 1 000 | 1 000 | | | | | | | | | | | | | | |
| | 35 | 6 500 | 500 | 2 000 | 1 000 | 500 | | | 2 000 | 5 000 | 3 000 | 1 000 | 500 | 500 | | | 500 | | | | | | | | |
| HALTON | 36 | 23 500 | 3 500 | 6 000 | 3 000 | 2 000 | 1 500 | 4 500 | 15 000 | 7 000 | 3 500 | 2 000 | 500 | 1 500 | | | 1 000 | | | | 500 | | 500 | | |
| | 37 | 1 000 | | | | | | | | | 500 | 500 | | | | | | | | | | | | | |
| | 38 | 1 000 | | 500 | | | | | | 500 | 500 | 500 | | | | | | | | | | | | | |
| | 39 | 6 000 | | 500 | 500 | | | 1 500 | 500 | 500 | 500 | | | | | | | | | | | | | | |
| HAMILTON-
WENTWORTH | 40 | 3 000 | | | 500 | 500 | | 500 | 1 000 | 500 | | | | | | | | | | | | | | | |
| | 41 | 500 | | | | | | | | | | | | | | | | | | | | | | | |
| | 42 | | | | | | | | | | | | | | | | | | | | | | | | |
| | 43 | | | | | | | | | | | | | | | | | | | | | | | | |
| | 44 | | | | | | | | | | | | | | | | | | | | | | | | |
| | 45 | | | | | | | | | | | | | | | | | | | | | | | | |
| ZONE TOTAL | 46 | 1 500 | | | | | | | 500 | 500 | | | | | | | | 500 | | | | | | | |
| | 47 | | | | | | | | | | | | | | | | | | | | | | | | |
| REGION TOTAL | | 136 500 47 000 65 500 88 500 60 500 48 500 25 000 77 500 83 500 86 500 68 500 38 500 92 000 14 000 22 000 73 500 | | | | | | | | | | | | | | | | 3 000 | 5 500 | 8 000 | 27 000 | 21 500 | 21 500 | 46 500 | 12 000 |
| | | | | | | | | | | | | | | | | | | 1 193 000 | | | | | | | 144 500 |

NOTE: All numbers have been rounded to the nearest five hundred. As a result, there may be some discrepancy in the column and row totals.

1991 TTS O-D TRIP MATRIX FOR 46 PLANNING DISTRICTS (continued)

PURPOSE : All
MODE : All
PERIOD : 6 to 9 AM

TO :

| YORK | | PEEL | | | | | | | | | | | | HALTON | | | | HAMILTON-WENTWORTH | | | | | | ZONE | REGION | FROM: | | | | | | | | | | | | | | | | | | | | | | |
|------|-------|-------|--------|-------|--------|-------|--------|-------|-------|--------|--------|---------|-------|--------|--------|-------|-------|--------------------|-------|-------|-----|----|---------|--------|---------|----------------------|--------|-------|--------|-------|---------|-------|--------|---------|--------|--------|--------|---------|-------|-------|-------|-------|--------|---------|---------|----------|--|--|
| | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | TOTAL | TOTAL | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | 1 000 | | 1 000 | | | | | 3 500 | | | 500 | | | | | | | | 67 000 | | 2 | METRO | | | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | 500 | | 1 000 | | 1 000 | | | 500 | | | 500 | | | | | | | | 83 500 | | 3 | TORONTO | | | | | | | | | | | | | | | | | | | | | | |
| 3 | | | | | 500 | | 1 000 | | 2 500 | 500 | | 3 500 | | | | | | | | | | | 98 000 | | 4 | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | 500 | 500 | | 2 000 | | 1 000 | | | 500 | | | 500 | | | | | | | | 84 500 | | 5 | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | 3 000 | | 500 | | | 500 | | | | | | | | | | | 51 500 | | 6 | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | | | | | 500 | | 1 000 | | | | | 500 | | | 1 500 | | | | | | | | 99 000 | | 7 | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | 500 | | | 3 500 | | | | | | | | 26 500 | | 8 | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | | | | | | | 500 | | 1 000 | | | 1 500 | | 500 | 10 000 | | | | | | | | 83 500 | | 9 | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | | | | | 500 | | 500 | | 4 000 | | | 500 | | | 3 000 | | | | | | | | 40 000 | | 10 | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | | | | | 500 | | 1 000 | | 7 000 | | | 1 000 | | | 2 500 | | | | | | | | 64 500 | | 11 | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | | | | | 1 500 | | 2 500 | | 2 500 | | | 500 | | | 2 500 | | | | | | | | 64 500 | | 12 | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | | | | | 500 | | 2 000 | | 1 000 | | | 1 000 | | | | | | | | | | | 39 000 | | 13 | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | | | | | | | 5 000 | | 1 000 | | | 1 500 | | | | | | | | | | | 88 000 | | 14 | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | | | | | | | 500 | | | | | | | | | | | | | | | | 27 000 | | 15 | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | | | | | 500 | | 500 | | | | | 500 | | | | | | | | | | | 43 500 | | 16 | | | | | | | | | | | | | | | | | | | | | | | |
| 16 | | | | | 1 000 | | 8 000 | | 1 000 | | | 500 | | | 2 000 | | | | | | | | 95 500 | 45 500 | 17 | DURHAM | | | | | | | | | | | | | | | | | | | | | | |
| 17 | | | | | | 500 | 1 000 | | | | | | | | | | | | | | | | 3 500 | | 18 | | | | | | | | | | | | | | | | | | | | | | | |
| 18 | | | | | | | 500 | | | | | | | | | | | | | | | | 6 000 | | 19 | | | | | | | | | | | | | | | | | | | | | | | |
| 19 | | | | | | | 1 500 | | | | | 500 | | | | | | | | | | | 9 000 | | 20 | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | | | | | | | 1 000 | | | | | | | | | | | | | | | | 35 500 | | 21 | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | | | | | 500 | | 1 000 | | | | | | | | | | | | | | | | 27 500 | | 22 | | | | | | | | | | | | | | | | | | | | | | | |
| 22 | | | | | | | 500 | | | | | 500 | | | | | | | | | | | 27 500 | | 23 | | | | | | | | | | | | | | | | | | | | | | | |
| 23 | | | | | | | 500 | | | | | | | | | | | | | | | | 51 500 | | 24 | | | | | | | | | | | | | | | | | | | | | | | |
| 24 | | | | | | | | | | | | | | | | | | | | | | | 19 000 | 18 200 | 25 | YORK | | | | | | | | | | | | | | | | | | | | | | |
| 25 | 4 000 | | 1 000 | 500 | 500 | | 1 000 | | 500 | | | | | | | | | | | | | | 12 500 | | 26 | | | | | | | | | | | | | | | | | | | | | | | |
| 26 | | 2 000 | 3 000 | 500 | | | 500 | | 500 | | | | | | | | | | | | | | 10 000 | | 27 | | | | | | | | | | | | | | | | | | | | | | | |
| 27 | 500 | 500 | 10 500 | 1 500 | 1 000 | | 1 500 | | 1 000 | | | 500 | | | | | | | | | | | 23 500 | | 28 | | | | | | | | | | | | | | | | | | | | | | | |
| 28 | | | 1 000 | 5 500 | 1 000 | | 1 000 | 500 | 1 000 | | | 500 | | | | | | | | | | | 14 500 | | 29 | | | | | | | | | | | | | | | | | | | | | | | |
| 29 | | | 500 | 1 000 | 13 000 | | 5 500 | | 3 000 | | | 1 000 | | | | | | | | | | | 40 500 | | 30 | | | | | | | | | | | | | | | | | | | | | | | |
| 30 | | | 500 | | 500 | 3 000 | 2 000 | | | | | | | | | | | | | | | | 9 000 | | 31 | | | | | | | | | | | | | | | | | | | | | | | |
| 31 | | | | | 3 000 | 500 | 29 500 | | 3 000 | | | 1 500 | | | | | | | | | | | 74 500 | | 32 | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | | | | 1 000 | 2 000 | | | 1 500 | 500 | | | 500 | | | 1 000 | | | | | | | | 9 000 | | 33 | | | | | | | | | | | | | | | | | | | | | | | |
| 33 | | | | 1 500 | | | 3 000 | | 500 | 21 500 | | | | 1 000 | 2 000 | | | | | | | | 60 000 | 20 500 | 34 | PEEL | | | | | | | | | | | | | | | | | | | | | | |
| 34 | | | | | | | | | | 5 500 | 3 500 | 1 500 | | | | | | | | | | | 15 000 | | 35 | | | | | | | | | | | | | | | | | | | | | | | |
| 35 | | | | | 500 | | 500 | | 2 500 | 500 | 64 000 | 23 500 | | 1 000 | 500 | 500 | | | | | | | 11 500 | | 36 | | | | | | | | | | | | | | | | | | | | | | | |
| 36 | | | | | | | 2 000 | | 2 000 | | 9 000 | 141 000 | | | | 4 500 | 1 000 | | | | | | 238 000 | 3 100 | 37 | HALTON | | | | | | | | | | | | | | | | | | | | | | |
| 37 | | | | | | | | | | | | 2 500 | 2 000 | 7 500 | 1 000 | 500 | | | | | | | 16 000 | | 38 | | | | | | | | | | | | | | | | | | | | | | | |
| 38 | | | | | | | | | | | | 500 | 1 500 | 500 | 10 000 | 1 000 | 500 | | | | | | 17 500 | | 39 | | | | | | | | | | | | | | | | | | | | | | | |
| 39 | | | | | | | | | | | | 1 000 | 9 500 | | 28 000 | 2 500 | | | | | | | 53 000 | | 40 | | | | | | | | | | | | | | | | | | | | | | | |
| 40 | | | | | | | 500 | | | | 500 | 4 500 | | 500 | 1 000 | 7 000 | 3 000 | 500 | 500 | | | | 64 500 | 5 500 | 41 | HAMILTON - WENTWORTH | | | | | | | | | | | | | | | | | | | | | | |
| 41 | | | | | | | | | | | | 500 | | | 500 | 2 500 | 2 500 | 1 000 | 500 | | | | 11 500 | | 42 | | | | | | | | | | | | | | | | | | | | | | | |
| 42 | | | | | | | | | | | | | | | 1 000 | | | 2 500 | 500 | | | | 7 500 | | 43 | | | | | | | | | | | | | | | | | | | | | | | |
| 43 | | | | | | | | | | | | | | | 500 | | | | 500 | 3 000 | | | 8 500 | | 44 | | | | | | | | | | | | | | | | | | | | | | | |
| 44 | | | | | | | | | | | | | | | | | | | | | 500 | | 4 000 | | 45 | | | | | | | | | | | | | | | | | | | | | | | |
| 45 | | | | | | | | | | | | | | | | 1 500 | | | | | | | 20 500 | | 46 | | | | | | | | | | | | | | | | | | | | | | | |
| 46 | | | | | | | | | | | | 2 500 | | | 500 | 2 500 | 7 500 | 500 | 1 000 | 2 500 | | | 5 000 | 98 500 | 128 500 | 1 17 900 | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | 5 000 | 3 000 | 18 500 | 11 500 | 32 500 | 6 000 | 81 500 | 3 500 | 61 000 | 7 000 | 32 300 | 138 000 | 10 300 | 14 500 | 50 200 | 53 500 | 3 500 | 5 000 | 6 500 | 1 000 | 13 300 | 133 000 | | 2 18 500 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 220 000 | | 33 000 | | | | | 128 000 | | | | | | | 162 500 | | | |

1991 TTS O-D TRIP MATRIX FOR 46 PLANNING DISTRICTS

PURPOSE : Work
 MODE : All
 PERIOD : 24 Hour

| TO : | | METROPOLITAN TORONTO | | | | | | | | | | | | | | | | DURHAM | | | | | | | |
|------------------------|----|----------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------|--------|--------|--------|-------|-------|--------|--------|--------|--------|---------|
| FROM: | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| METRO
TORONTO | 1 | 45 000 | 2 000 | 1 500 | 5 500 | 2 500 | 2 500 | - | 1 000 | 500 | 1 000 | 2 500 | 500 | 1 500 | 500 | - | 500 | - | - | - | - | - | - | - | - |
| | 2 | 34 500 | 12 500 | 5 000 | 3 500 | 1 000 | 1 500 | 2 000 | 4 000 | 1 500 | 2 000 | 1 000 | 500 | 500 | - | 1 000 | - | 500 | - | - | - | - | 500 | - | - |
| | 3 | 24 500 | 4 000 | 14 000 | 6 500 | 1 500 | 500 | 1 000 | 2 500 | 2 500 | 8 000 | 3 500 | 500 | 1 000 | - | - | 1 500 | - | - | - | - | - | - | - | - |
| | 4 | 36 500 | 1 000 | 4 000 | 14 500 | 3 000 | 1 500 | 500 | 500 | 1 000 | 3 000 | 3 500 | 1 500 | 2 500 | - | - | 500 | - | - | - | - | - | - | - | - |
| | 5 | 11 000 | 500 | 500 | 5 000 | 9 500 | 500 | - | 500 | 500 | 2 000 | 1 500 | 3 500 | 4 000 | - | 500 | 2 500 | - | - | - | 500 | - | 500 | - | - |
| | 6 | 41 000 | 2 500 | 2 000 | 5 500 | 4 000 | 12 500 | - | 500 | 1 500 | 500 | 2 500 | 1 500 | 1 000 | 5 500 | 500 | 3 000 | - | - | - | - | - | 500 | - | - |
| | 7 | 4 500 | 500 | 500 | - | - | - | 3 500 | 4 500 | 1 000 | - | 500 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 8 | 15 500 | 2 500 | 3 500 | 1 500 | 1 500 | - | 3 500 | 14 000 | 3 500 | 3 000 | 4 000 | 500 | - | - | - | 1 000 | - | - | - | - | 500 | - | - | - |
| | 9 | 3 000 | 500 | 1 500 | 1 000 | 500 | 500 | - | 500 | 2 500 | 8 000 | 4 000 | 500 | - | - | - | 500 | - | - | - | - | - | - | - | - |
| | 10 | 6 000 | 500 | 4 000 | 2 000 | 1 000 | 1 000 | 1 000 | 2 000 | 3 000 | 15 000 | 2 000 | 500 | - | - | - | 500 | - | - | - | - | - | - | - | - |
| | 11 | 11 000 | 500 | 2 000 | 3 500 | 2 000 | 1 000 | - | 500 | 1 000 | 5 000 | 9 500 | 1 500 | 1 500 | - | - | 2 000 | - | - | - | 500 | - | - | - | - |
| | 12 | 5 000 | 500 | 1 000 | 2 000 | 2 500 | 500 | - | 500 | - | 1 500 | 3 000 | 5 000 | 1 500 | 500 | - | 2 000 | - | - | - | - | - | - | - | - |
| | 13 | 17 500 | 500 | 1 500 | 4 000 | 5 500 | 3 000 | - | 500 | 1 000 | 2 000 | 2 500 | 20 500 | 1 000 | 1 500 | 6 500 | - | - | - | 500 | 500 | - | 500 | - | - |
| | 14 | 5 500 | 500 | - | 1 000 | 1 500 | 1 500 | - | 500 | 500 | 1 000 | 500 | 500 | 3 000 | 2 000 | 500 | 2 000 | - | - | - | - | - | - | 500 | - |
| | 15 | 6 000 | - | 500 | 500 | 2 000 | 1 000 | - | - | - | - | 500 | 500 | 1 500 | 7 500 | 500 | 3 000 | 3 500 | - | - | 500 | - | - | - | - |
| | 16 | 14 500 | 500 | 1 000 | 3 000 | 5 000 | 1 500 | - | 1 000 | 500 | 2 000 | 2 500 | 4 500 | 9 500 | 1 000 | 1 000 | 14 000 | - | - | - | 500 | - | 500 | - | - |
| DURHAM | 17 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 500 | 1 000 | - | - | - | - | - | - | - |
| | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 000 | - | - | - | - | - | - |
| | 19 | - | - | - | - | - | - | - | - | - | - | - | - | 500 | - | - | - | - | - | 2 000 | - | - | 500 | 1 000 | - |
| | 20 | 4 500 | - | - | 1 500 | 1 500 | 500 | - | - | 500 | 500 | 500 | 1 000 | 3 000 | 500 | 1 000 | 2 500 | - | - | - | 6 000 | 1 000 | 500 | 500 | - |
| | 21 | 3 500 | - | - | 1 000 | 1 000 | 500 | - | - | - | 500 | 500 | 500 | 2 500 | 500 | - | 1 500 | - | - | - | 3 000 | 4 000 | 500 | 1 500 | - |
| | 22 | 2 500 | - | - | 500 | 1 000 | - | - | - | - | - | 500 | 500 | 1 500 | - | - | 500 | - | - | - | 2 000 | 1 500 | 6 000 | 5 000 | - |
| | 23 | 2 000 | - | - | 500 | 1 000 | - | - | - | - | - | - | 500 | 1 500 | - | 500 | 1 000 | - | - | - | 500 | 2 500 | 2 500 | 6 000 | 2 500 |
| | 24 | 500 | - | - | - | - | - | - | - | - | - | - | - | 500 | - | - | - | - | - | 500 | 1 000 | 500 | 1 000 | 7 000 | 4 500 |
| YORK | 25 | 500 | - | - | - | - | - | - | - | - | - | - | - | 1 000 | - | - | - | 500 | 1 000 | - | - | - | - | - | - |
| | 26 | 600 | - | - | - | - | - | - | - | - | 500 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 27 | 1 500 | - | 500 | 500 | 500 | - | - | - | - | 1 000 | 500 | - | 1 000 | - | - | 500 | - | - | - | - | - | - | - | - |
| | 28 | 1 000 | - | 500 | 500 | 500 | - | - | - | - | 500 | 500 | - | 500 | - | - | - | - | - | - | - | - | - | - | - |
| | 29 | 4 500 | 500 | 500 | 1 000 | 1 000 | - | - | - | 500 | 500 | 2 000 | 1 500 | 1 000 | 1 000 | - | 1 000 | - | - | - | - | - | - | - | - |
| | 30 | 500 | - | - | - | 500 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 31 | 9 000 | 500 | 500 | 2 500 | 3 000 | 500 | - | 500 | 500 | 2 000 | 3 500 | 3 000 | 3 000 | - | 500 | 5 500 | - | - | - | - | - | - | - | - |
| | 32 | 500 | - | - | - | - | - | - | 500 | 500 | 500 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 33 | 5 000 | 500 | 2 500 | 1 500 | 500 | - | 500 | 1 000 | 2 000 | 7 000 | 3 000 | 500 | 500 | - | - | 500 | - | - | - | - | - | - | - | - |
| | 34 | 500 | - | - | - | - | - | - | 500 | 1 000 | 1 000 | 500 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| PEEL | 35 | 6 000 | 1 000 | 2 500 | 1 000 | 500 | - | 1 000 | 2 000 | 5 000 | 3 000 | 500 | 500 | 500 | - | - | 500 | - | - | - | - | - | - | - | - |
| | 36 | 24 500 | 4 500 | 5 500 | 2 500 | 2 000 | 1 000 | 5 500 | 14 000 | 8 000 | 5 000 | 3 000 | 500 | 1 500 | - | - | 1 000 | - | - | - | 500 | - | 500 | - | - |
| | 37 | 1 000 | - | - | - | - | - | - | - | - | 500 | 500 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| HALTON | 38 | 1 000 | - | - | - | - | - | - | - | 500 | 500 | 500 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 39 | 7 000 | - | 500 | 500 | - | - | 1 500 | 1 000 | 500 | 500 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 40 | 3 000 | - | - | 500 | 500 | - | 500 | 1 000 | 500 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| HAMILTON-
WENTWORTH | 41 | 500 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 42 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 43 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 44 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 45 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 46 | 2 000 | - | - | - | 500 | - | - | 500 | 1 000 | 500 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| ZONE TOTAL | | 161 500 | 37 000 | 57 000 | 74 500 | 54 500 | 32 500 | 20 500 | 59 000 | 46 000 | 78 000 | 51 500 | 34 000 | 80 000 | 8 500 | 10 400 | 58 000 | 1 500 | 4 500 | 3 000 | 20 000 | 12 500 | 16 500 | 43 500 | 7 500 |
| REGION TOTAL | | | | | | | | | | | | | | | | | | | | | | | | | 109 000 |

NOTE: All numbers have been rounded to the nearest five hundred. As a result, there may be some discrepancy in the column and row totals.

PURPOSE : Work
MODE : All
PERIOD : 24 Hour

| YORK | PEEL | | | | | | | | | | HALTON | | | | HAMILTON-WENTWORTH | | | | | | | | | | ZONE TOTAL | REGION TOTAL | FROM: | | | | | | | | | | | |
|------|------|----|-----|-------|-------|-------|-----|-------|-------|-------|--------|--------|----|-----|--------------------|-----|----|----|----|----|----|-----|--------|---|------------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | | | | | | | | | | | | | | | | |
| 1 | | | | 1,000 | | 1,000 | | 500 | | | 3,000 | | | | | | | | | | | | 73,000 | 1 METRO 2 TORONTO | | | | | | | | | | | | | | |
| 2 | | | | | | 1,000 | | 1,500 | | 500 | 6,000 | | | | 500 | | | | | | | | 84,000 | | 3 4 5 6 7 8 9 10 11 12 13 14 15 16 | | | | | | | | | | | | | |
| 3 | | | | 500 | | 1,500 | | 2,500 | 500 | 500 | 5,500 | | | | 500 | | | | | | | | 83,000 | | | 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 | | | | | | | | | | | | |
| 4 | | | | 500 | 500 | 2,000 | | 1,500 | | | 2,500 | | | | 500 | 500 | | | | | | | 82,500 | | | | 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 | | | | | | | | | | | |
| 5 | | | | | | 3,000 | | 500 | | 500 | 1,500 | | | | | | | | | | | | 49,000 | | | | | 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 | | | | | | | | | | |
| 6 | | | | | 500 | 1,500 | | | | 500 | 3,500 | | | | | | | | | | | 500 | 92,500 | | | | | | 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 | | | | | | | | | |
| 7 | | | | | | | | | | | 4,000 | | | | 500 | | | | | | | | 21,000 | | | | | | | 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 | | | | | | | | |
| 8 | | | | | | | 500 | | 1,000 | | 1,500 | 11,000 | | 500 | 500 | | | | | | | | 68,000 | | | | | | | | 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 | | | | | | | |
| 9 | | | | | | | | 3,500 | | 1,500 | 4,000 | | | | | | | | | | | | 33,500 | | | | | | | | | 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 | | | | | | |
| 10 | | | 500 | | 500 | 1,500 | | 8,000 | | 1,000 | 3,000 | | | | | | | | | | | | 55,500 | | | | | | | | | | 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 | | | | | |
| 11 | | | | 1,000 | | 2,500 | | 3,000 | | 500 | 2,500 | | | | | | | | | | | | 52,500 | | | | | | | | | | | 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 | | | | |
| 12 | | | | 500 | | 2,500 | | 1,000 | | | 1,000 | | | | | | | | | | | | 31,500 | | | | | | | | | | | | 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 | | | |
| 13 | | | | | | 4,500 | | 1,500 | | 500 | 1,500 | | | | | | | | | | | | 78,500 | | | | | | | | | | | | | 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 | | |
| 14 | | | | | | 500 | | | | | | | | | | | | | | | | | 23,000 | | | | | | | | | | | | | | 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 | |
| 15 | | | | | 500 | 1,000 | | | | | 1,000 | | | | | | | | | | | | 32,500 | | | | | | | | | | | | | | | 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 |
| 16 | | | | | 1,000 | 8,500 | | 1,500 | | 1,000 | 2,500 | | | | | | | | | | | | 77,500 | | | | | | | | | | | | | | | |
| 17 | | | | | | | | | | | | | | | | | | | | | | | 2,500 | 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 | | | | | | | | | | | | | | |
| 18 | | | 500 | | | 500 | | 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

1991 TTS O-D TRIP MATRIX FOR 46 PLANNING DISTRICTS

PURPOSE : Work
 MODE : All
 PERIOD : 6 to 9 AM

| FROM: | TO : METROPOLITAN TORONTO | | | | | | | | | | | | | | | | DURHAM | | | | | | | |
|--------------------|---------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| METRO TORONTO | 29,500 | 1,000 | 1,600 | 4,300 | 2,000 | 1,000 | " | 1,000 | 500 | 500 | 1,000 | " | 500 | " | " | 500 | " | " | " | " | " | " | " | " |
| | 25,000 | 7,000 | 3,500 | 2,500 | 1,000 | 500 | 1,500 | 3,000 | 1,500 | 1,000 | 1,000 | 500 | " | " | " | 1,000 | " | 500 | " | " | " | " | " | " |
| | 18,000 | 1,500 | 8,000 | 4,500 | 1,000 | 500 | 500 | 2,500 | 1,500 | 6,500 | 2,500 | " | 1,000 | " | " | 1,000 | " | " | " | " | " | " | " | " |
| | 28,500 | 1,000 | 2,500 | 2,000 | 2,000 | 1,000 | 500 | " | 500 | 2,500 | 2,500 | 1,000 | 1,500 | " | " | 500 | " | " | " | " | " | " | " | " |
| | 9,000 | " | 500 | 3,500 | 6,000 | 500 | " | " | " | 1,000 | 1,000 | 1,000 | 2,500 | " | 500 | 1,500 | " | " | " | " | " | " | 500 | " |
| | 30,500 | 2,000 | 1,500 | 5,000 | 3,500 | 8,500 | " | 1,000 | 500 | 1,000 | 1,000 | 1,000 | 2,500 | " | 500 | 1,500 | " | " | " | 500 | " | " | " | " |
| | 3,500 | 500 | 500 | " | " | " | 2,000 | 4,000 | 500 | " | 500 | " | " | " | " | 2,500 | " | " | " | " | " | " | " | " |
| | 13,000 | 2,000 | 2,000 | 1,500 | 1,000 | " | 3,000 | 8,000 | 2,500 | 3,000 | 1,500 | 500 | 500 | " | " | 1,000 | " | " | " | " | 500 | " | " | " |
| | 2,500 | 500 | 500 | 1,000 | 500 | 500 | " | 2,000 | 6,500 | 3,000 | 500 | " | 500 | " | " | " | " | " | " | " | " | " | " | " |
| | 4,500 | 500 | 2,500 | 1,500 | 1,000 | 1,000 | 500 | 1,500 | 2,500 | 12,000 | 1,000 | " | 1,000 | " | " | 1,500 | " | " | " | " | " | " | " | " |
| | 9,500 | 500 | 1,500 | 2,500 | 2,000 | 500 | " | " | 500 | 3,500 | 6,500 | 1,000 | 1,500 | " | " | 1,000 | " | " | " | 500 | " | " | " | " |
| | 4,000 | 500 | 500 | 2,000 | 1,500 | 500 | " | 500 | " | 1,000 | 2,500 | 2,000 | 1,000 | " | " | 1,000 | " | " | " | " | " | " | " | " |
| | 11,000 | " | 500 | 3,000 | 4,000 | 2,000 | " | 500 | 500 | 500 | 2,000 | 2,000 | 13,000 | 500 | 500 | 4,500 | " | " | " | 500 | 500 | " | 500 | " |
| | 5,000 | 500 | " | 1,000 | 1,500 | 1,000 | " | 500 | 500 | 1,000 | 500 | 500 | 2,000 | 1,000 | 500 | 2,000 | " | " | " | " | " | " | " | " |
| | 5,500 | " | 500 | 500 | 1,500 | 1,000 | " | " | 500 | 500 | 1,000 | 6,500 | " | 2,000 | 3,000 | " | " | " | " | " | " | " | " | " |
| | 12,000 | 500 | 500 | 3,000 | 4,500 | 1,000 | " | 500 | 500 | 1,500 | 2,000 | 2,500 | 6,500 | 1,000 | 500 | 9,500 | " | " | " | 500 | " | " | 500 | " |
| DURHAM | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | 500 | " | " | " | " | " | " | " |
| | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | 1,000 | " | " | " | " | " | " |
| | " | " | " | " | " | " | " | " | " | " | " | " | 500 | " | " | " | " | 500 | 1,000 | " | " | " | " | " |
| | 4,000 | " | " | 1,500 | 1,500 | " | " | " | 500 | 500 | 500 | 1,000 | 2,500 | 500 | 500 | 2,000 | " | " | " | 3,500 | 500 | 500 | 500 | " |
| | 2,500 | " | " | 500 | 500 | " | " | " | " | " | 500 | 500 | 2,000 | 500 | " | 1,000 | " | " | " | 2,000 | 2,500 | 500 | 500 | " |
| | 2,000 | " | " | 500 | 1,000 | " | " | " | " | 500 | 500 | 500 | 1,000 | 500 | " | 500 | " | " | " | 1,500 | 1,500 | 4,000 | 3,500 | " |
| | 2,000 | " | " | " | 500 | " | " | " | " | " | " | 500 | 1,000 | " | 500 | 1,000 | " | " | 500 | 2,000 | 1,500 | 4,000 | 14,500 | 2,000 |
| | 500 | " | " | " | " | " | " | " | " | " | " | 500 | 1,000 | " | 500 | 1,000 | " | " | " | 1,000 | 500 | 4,000 | 4,000 | 3,000 |
| YORK | 500 | " | " | " | " | " | " | " | " | " | " | " | 500 | " | " | " | 500 | 1,000 | " | " | " | " | " | " |
| | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| | 1,000 | " | " | " | " | " | " | " | " | 500 | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| | 500 | " | 500 | " | " | " | " | " | " | 500 | " | " | 500 | " | " | " | 500 | " | " | " | " | " | " | " |
| | 4,500 | 500 | 500 | 1,000 | 1,000 | " | " | " | 1,500 | 1,000 | " | " | 500 | " | " | " | 500 | " | " | " | " | " | " | " |
| | 500 | " | " | " | " | " | " | " | " | " | " | " | 500 | " | " | " | 500 | " | " | " | " | " | " | " |
| | 7,000 | " | 500 | 2,500 | 2,500 | 500 | " | " | 4,000 | 1,500 | 2,500 | 2,000 | 2,000 | " | 500 | 4,500 | " | " | " | " | " | " | " | " |
| | 500 | " | " | " | " | " | " | " | " | 4,000 | 500 | " | " | " | " | " | " | " | " | " | " | " | " | " |
| PEEL | 4,500 | 500 | 1,500 | 1,500 | 500 | " | 500 | 500 | 1,000 | 5,500 | 2,000 | 500 | 500 | " | " | 500 | " | " | " | " | " | " | " | " |
| | 500 | " | " | " | " | " | " | " | 500 | 500 | 1,000 | " | " | " | " | " | " | " | " | " | " | " | " | " |
| | 5,500 | 500 | 1,000 | 1,000 | 500 | " | " | 1,000 | 4,000 | 2,000 | 500 | 500 | 500 | " | " | 500 | " | " | " | " | " | " | " | " |
| HALTON | 2,500 | 2,500 | 5,000 | 2,000 | 2,000 | 1,000 | 4,000 | 11,000 | 1,000 | 2,000 | 2,000 | 2,000 | 500 | " | " | 1,000 | " | " | " | 500 | " | 500 | " | " |
| | 1,000 | " | " | " | " | " | " | " | " | 500 | 500 | " | " | " | " | " | " | " | " | " | " | " | " | " |
| | 1,000 | " | " | " | " | " | " | " | " | 500 | 500 | " | " | " | " | " | " | " | " | " | " | " | " | " |
| | 6,000 | " | " | " | " | " | 1,000 | " | " | 500 | 500 | " | " | " | " | " | " | " | " | " | " | " | " | " |
| HAMILTON-WENTWORTH | 2,500 | " | " | 500 | 500 | " | 500 | 1,000 | 500 | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| | 1,500 | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| ZONE TOTAL | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 |
| REGION TOTAL | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 | 29,500 |

NOTE: All numbers have been rounded to the nearest five hundred. As a result, there may be some discrepancy in the column and row totals.

1991 TTS O-D TRIP MATRIX FOR 46 PLANNING DISTRICTS (continued)

PURPOSE : Work

MODE : 1

PERIOD : 6 to 9 AM

TO :

| YORK | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | PEEL | 34 | 35 | 36 | HALTON | 37 | 38 | 39 | 40 | HAMILTON-WENTWORTH | 41 | 42 | 43 | 44 | 45 | 46 | ZONE TOTAL | REGION TOTAL | FROM: | | |
|--|-------|-----|-------|-------|-------|-------|-------|-----|-------|---------|---|--------|--------|--------|-------|-------|-------|--------|--------------------|-------|-----------|-------|----|-------|--------|------------|--------------|-------|----------------------|--|
| 1 | | | | | 1,000 | | 500 | | | | | | 2,000 | | | | | | | | | | | | | 48,000 | | 1 | METRO | |
| 2 | | | | | 500 | | 500 | | | | | 500 | 4,500 | | | | 500 | | | | | | | | | 57,500 | | 2 | TORONTO | |
| 3 | | | | | 500 | | 1,000 | | 2,000 | | 500 | 500 | 3,500 | | | | | | | | | | | | | 59,000 | | 3 | | |
| 4 | | | | | 500 | | 2,000 | | 1,000 | | | 1,500 | | | | | 500 | | | | | | | | | 60,000 | | 4 | | |
| 5 | | | | | | | 2,500 | | 500 | | | 500 | 500 | | | | | | | | | | | | | 34,000 | | 5 | | |
| 6 | | | | | 500 | | 1,000 | | | | | 500 | 1,500 | | | | | | | | | | | | | 67,500 | | 6 | | |
| 7 | | | | | | | | | | | | | 3,000 | | | | 500 | | | | | | | | | 16,500 | | 7 | | |
| 8 | | | | | | | 500 | | 1,000 | | | 1,000 | 8,500 | | | 500 | | | | | | | | | | 52,500 | | 8 | | |
| 9 | | | | | | | | | 3,000 | | | 500 | 2,500 | | | | | | | | | | | | | 25,000 | | 9 | | |
| 10 | | | | | 500 | | 1,000 | | | | | 6,500 | 500 | 2,500 | | | | | | | | | | | | 41,500 | | 10 | | |
| 11 | | | | | 1,000 | | 2,000 | | 1,500 | | | 500 | 2,500 | | | | | | | | | | | | | 38,500 | | 11 | | |
| 12 | | | | | 500 | | | | 1,500 | | | | 500 | | | | | | | | | | | | | 21,500 | | 12 | | |
| 13 | | | | | | | 4,000 | | 1,000 | | | | 1,000 | | | | | | | | | | | | | 53,900 | | 13 | | |
| 14 | | | | | | | 500 | | | | | | | | | | | | | | | | | | | 18,000 | | 14 | | |
| 15 | | | | | | | 500 | | | | | | 500 | | | | | | | | | | | | | 24,500 | | 15 | | |
| 16 | | | | | 1,000 | | 6,500 | | 1,000 | | | 500 | 2,000 | | | | | | | | | | | | | 59,000 | 875,000 | 16 | | |
| 17 | | | | | | | | | | | | | | | | | | | | | | | | | | 2,000 | | 17 | DURHAM | |
| 18 | | | | | | 500 | 500 | | | | | | | | | | | | | | | | | | | 3,600 | | 18 | | |
| 19 | | | | | | | 500 | | | | | | | | | | | | | | | | | | | 4,000 | | 19 | | |
| 20 | | | | | | | 1,500 | | | | | | 500 | | | | | | | | | | | | | 21,000 | | 20 | | |
| 21 | | | | | 500 | | 1,000 | | | | | | | | | | | | | | | | | | | 16,500 | | 21 | | |
| 22 | | | | | | | 500 | | | | | | 500 | | | | | | | | | | | | | 17,500 | | 22 | | |
| 23 | | | | | | | 500 | | | | | | | | | | | | | | | | | | | 31,000 | | 23 | | |
| 24 | | | | | | | | | | | | | | | | | | | | | | | | | | 11,000 | 105,500 | 24 | | |
| 25 | 2,000 | | 1,000 | 500 | 500 | | 1,000 | | 500 | | | | | | | | | | | | | | | 500 | 9,000 | | 25 | YORK | | |
| 26 | | 500 | 1,500 | 500 | | | 500 | | | | | | | | | | | | | | | | | | | 5,000 | | 26 | | |
| 27 | 500 | 500 | 2,500 | 1,000 | 1,000 | | 1,500 | | 1,000 | | | 500 | | | | | | | | | | | | | | 14,000 | | 27 | | |
| 28 | | | 500 | 2,000 | 500 | | 1,000 | | 1,000 | | | | 500 | | | | | | | | | | | | | 9,000 | | 28 | | |
| 29 | | | 500 | 500 | 4,000 | | 3,000 | | 2,000 | | | | 500 | | | | | | | | | | | | | 23,500 | | 29 | | |
| 30 | | | | | 500 | 1,000 | 2,000 | | | | | | | | | | | | | | | | | | | 6,000 | | 30 | | |
| 31 | | | | | 1,500 | 500 | 9,500 | | 1,500 | | | | 1,000 | | | | | | | | | | | | | 41,500 | | 31 | | |
| 32 | | | | 500 | | | | 500 | 500 | | | | 1,000 | | | | | | | | | | | | | 4,500 | | 32 | | |
| 33 | | | | | 1,000 | | 1,000 | | 7,500 | | | 1,000 | 2,000 | | | | | | | | | | | | | 33,500 | 148,500 | 33 | | |
| 34 | | | | | | | | | 500 | 2,500 | | 2,000 | 1,500 | | | | | | | | | | | | | 9,500 | | 34 | PEEL | |
| 35 | | | | | 500 | | 500 | | 2,000 | | | 26,500 | 20,000 | | 1,000 | 500 | 500 | | | | | | | | | 70,500 | | 35 | | |
| 36 | | | | | | | 2,000 | | 2,000 | | | 7,500 | 66,000 | | | 500 | 3,000 | 500 | | | | | | 1,000 | | 145,000 | 225,000 | 36 | | |
| 37 | | | | | | | | | | | | 2,000 | 1,500 | | 2,000 | 1,000 | | 500 | 500 | | | | | | | 9,500 | | 37 | HALTON | |
| 38 | | | | | | | | | 500 | | | 500 | 1,500 | | | 3,000 | | 500 | 500 | | | | | | | 9,500 | | 38 | | |
| 39 | | | | | | | | | | | | 1,000 | 8,000 | | | | 9,500 | 2,000 | | | | | | | | 31,500 | | 39 | | |
| 40 | | | | | | | 500 | | | | | 500 | 4,000 | | 500 | 1,000 | 5,500 | 16,500 | | | 500 | | | 500 | 5,000 | 39,500 | 90,000 | 40 | | |
| 41 | | | | | | | | | | | | | 500 | | | | 500 | 1,500 | | 1,000 | 500 | | | | | 2,500 | | 41 | HAMILTON - WENTWORTH | |
| 42 | | | | | | | | | | | | | | | | | | 1,000 | 500 | | 500 | | | | | 5,000 | | 42 | | |
| 43 | | | | | | | | | | | | | | | | | | | | | | 1,000 | | | | 3,000 | | 43 | | |
| 44 | | | | | | | | | | | | | | | | | | | | | | | | | | 2,000 | | 44 | | |
| 45 | | | | | | | | | | | | | | | | | | 1,500 | | | | | | 3,000 | 7,000 | 12,500 | | 45 | | |
| 46 | | | | | | | | | | | | 2,500 | | | | 500 | 2,500 | 7,000 | | 500 | 500 | 1,500 | | 3,000 | 53,000 | 75,000 | 121,500 | 46 | | |
| 2,500 1,000 1,500 6,000 17,000 3,500 51,500 1,500 38,500 | | | | | | | | | | 129,500 | 3,500 49,000 148,500 3,500 2,000 25,000 30,500 2,000 2,000 3,500 500 7,500 78,500 | | | | | | | | | | 1,351,500 | | | | | | | | | |
| | | | | | | | | | | 201,000 | 66,000 | | | | | | | | | | 94,000 | | | | | 1,351,500 | | | | |

1991 TTS O-D TRIP MATRIX FOR 6 REGIONS

PURPOSE : All
 MODE : All
 PERIOD : 24 Hour

TO :

| FROM: | METRO
TORONTO | DURHAM | YORK | PEEL | HALTON | HAMILTON-
WENTWORTH | REGION
TOTAL |
|------------------------|------------------|-----------|-----------|-----------|-----------|------------------------|-----------------|
| METRO TORONTO | 4 511 000 | 46 500 | 411 000 | 267 000 | 44 800 | 13 000 | 4 682 500 |
| DURHAM | 44 500 | 1 745 000 | 24 000 | 5 500 | 1 000 | 1 500 | 2 011 000 |
| YORK | 411 000 | 24 000 | 1 425 000 | 32 500 | 2 500 | 2 500 | 1 907 500 |
| PEEL | 267 000 | 5 500 | 32 500 | 1 145 000 | 67 500 | 1 000 | 1 484 500 |
| HALTON | 44 800 | 1 000 | 2 500 | 67 500 | 1 425 000 | 54 800 | 654 600 |
| HAMILTON-
WENTWORTH | 13 000 | 1 500 | 2 500 | 1 000 | 54 800 | 801 000 | 881 500 |
| REGION TOTAL | 4 682 500 | 2 011 000 | 1 907 500 | 1 484 500 | 654 600 | 881 500 | 11 623 600 |

1991 TTS O-D TRIP MATRIX FOR 6 REGIONS

PURPOSE : All
 MODE : All
 PERIOD : 6 to 9 AM

TO :

| FROM: | METRO
TORONTO | DURHAM | YORK | PEEL | HALTON | HAMILTON-
WENTWORTH | REGION
TOTAL |
|------------------------|------------------|---------|---------|---------|---------|------------------------|-----------------|
| METRO TORONTO | 924,500 | 11,500 | 61,500 | 52,000 | 4,500 | 1,000 | 1 055 500 |
| DURHAM | 43,000 | 127,000 | 8,500 | 11,000 | 500 | * | 180 500 |
| YORK | 61,500 | 5,000 | 140,500 | 9,000 | 500 | 500 | 218 000 |
| PEEL | 52,000 | 1,000 | 9,500 | 249,000 | 8 500 | 2 000 | 322 500 |
| HALTON | 22,000 | * | 1,500 | 22,000 | 126,500 | 9,000 | 181 500 |
| HAMILTON-
WENTWORTH | 1,000 | 500 | 500 | 4,000 | 11,500 | 165,000 | 172 500 |
| REGION TOTAL | 1 055 500 | 144 000 | 222 500 | 347 500 | 128 500 | 187 500 | 2 027 500 |

NOTE: All numbers have been rounded to the nearest five hundred. As a result, there may be some discrepancy in the column and row totals.

1991 TTS O-D TRIP MATRIX FOR 6 REGIONS

PURPOSE : Work

MODE : All

PERIOD : 24 Hour

TO :

| FROM: | METRO
TORONTO | DURHAM | YORK | PEEL | HALTON | HAMILTON-
WENTWORTH | REGION
TOTAL |
|------------------------|------------------|--------|--------|---------|--------|------------------------|-----------------|
| METRO TORONTO | 180,400 | 11,500 | 11,500 | 12,500 | 5,500 | 1,300 | 937,000 |
| DURHAM | 48,500 | 42,000 | 4,500 | 2,500 | 500 | - | 151,500 |
| YORK | 44,000 | 6,500 | 45,000 | 5,000 | 500 | 5,000 | 193,000 |
| PEEL | 170,500 | 1,500 | 11,500 | 11,500 | 1,500 | 1,500 | 301,500 |
| HALTON | 24,000 | - | 2,000 | 24,000 | 1,500 | 4,500 | 120,500 |
| HAMILTON-
WENTWORTH | 6,000 | - | 1,000 | 5,000 | 2,500 | 21,000 | 153,000 |
| REGION TOTAL | 1,368,500 | 1,000 | 1,000 | 215,500 | 44,000 | 154,500 | 1,854,000 |

1991 TTS O-D TRIP MATRIX FOR 6 REGIONS

PURPOSE : Work

MODE : All

PERIOD : 6 to 9 AM

TO :

| FROM: | METRO
TORONTO | DURHAM | YORK | PEEL | HALTON | HAMILTON-
WENTWORTH | REGION
TOTAL |
|------------------------|------------------|--------|--------|--------|--------|------------------------|-----------------|
| METRO TORONTO | 568,300 | 9,000 | 51,500 | 44,000 | 1,000 | 5,000 | 676,000 |
| DURHAM | 37,500 | 67,500 | 1,000 | 1,500 | - | - | 1,06,500 |
| YORK | 74,000 | 3,000 | 61,000 | 1,500 | 500 | 5,000 | 146,500 |
| PEEL | 85,500 | 1,000 | 8,000 | 12,500 | 1,000 | 1,000 | 229,000 |
| HALTON | 21,000 | - | 1,500 | 14,500 | 41,500 | 7,500 | 86,000 |
| HAMILTON-
WENTWORTH | 4,000 | - | 500 | 3,000 | 15,000 | 64,000 | 1,07,500 |
| REGION TOTAL | 1,091,000 | 1,000 | 12,000 | 20,500 | 49,000 | 44,000 | 1,451,500 |

NOTE: All numbers have been rounded to the nearest five hundred. As a result, there may be some discrepancy in the column and row totals.

1986 TTS O-D TRIP MATRIX FOR 46 PLANNING DISTRICTS

PURPOSE: All
MODE: All
PERIOD: 24 Hour

| FROM | | TO
METROPOLITAN TORONTO | | | | | | | | | | | | | | | | DURHAM | | | | | | | | |
|-----------------------|------|----------------------------|--------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------|-----|--------|-----|-------|-------|-------|-------|-----|-----|----|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | |
| METRO
TORONTO | 1 | 176 100 | 61 800 | 40 200 | 14 100 | 20 900 | 65 400 | 7 200 | 11 400 | 4 600 | 14 800 | 22 800 | 14 200 | 28 100 | 9 100 | 4 100 | 100 | 200 | 100 | 1 700 | 2 100 | 2 100 | 2 400 | 500 | 1 | |
| | 2 | 63 100 | 11 100 | 25 200 | 11 600 | 1 800 | 6 100 | 4 100 | 15 100 | 1 800 | 10 200 | 1 100 | 1 100 | 2 100 | 1 200 | 600 | 100 | 100 | 400 | 700 | 700 | 300 | 100 | 190 | 2 | |
| | 3 | 41 200 | 24 200 | 112 400 | 2 400 | 4 100 | 8 400 | 1 400 | 11 400 | 1 100 | 5 100 | 1 100 | 1 100 | 5 100 | 1 100 | 600 | 100 | 100 | 100 | 600 | 100 | 600 | 100 | 100 | 3 | |
| | 4 | 14 100 | 11 400 | 25 100 | 11 200 | 22 400 | 20 400 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 4 | |
| | 5 | 22 100 | 1 800 | 4 100 | 20 100 | 15 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 5 | |
| | 6 | 65 100 | 6 100 | 5 100 | 18 100 | 10 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 6 | |
| | 7 | 1 900 | 3 900 | 3 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 7 | |
| | 8 | 11 400 | 19 100 | 17 400 | 7 100 | 3 100 | 3 100 | 10 100 | 17 100 | 14 100 | 20 100 | 10 100 | 10 100 | 10 100 | 10 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 8 | |
| | 9 | 1 000 | 4 100 | 9 400 | 2 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 9 | |
| | 10 | 14 200 | 6 100 | 12 400 | 2 100 | 4 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 10 | |
| | 11 | 22 100 | 1 100 | 11 400 | 27 400 | 10 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 11 | |
| | 12 | 15 100 | 1 100 | 3 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 12 | |
| | 13 | 27 100 | 2 100 | 5 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 13 | |
| | 14 | 5 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 14 | |
| | 15 | 8 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 15 | |
| | 16 | 21 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 1 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 16 | |
| DURHAM | 17 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 17 | |
| | 18 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 18 | |
| | 19 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 19 | |
| | 20 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 20 | |
| | 21 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 21 | |
| | 22 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 22 | |
| | 23 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 23 | |
| | 24 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 24 | |
| | YORK | 25 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 25 |
| | | 26 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 26 |
| 27 | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 27 | |
| 28 | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 28 | |
| 29 | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 29 | |
| 30 | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 30 | |
| 31 | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 31 | |
| 32 | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 32 | |
| 33 | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 33 | |
| 34 | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 34 | |
| PEEL | 35 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 35 | |
| | 36 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 36 | |
| | 37 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 37 | |
| HALTON | 38 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 38 | |
| | 39 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 39 | |
| | 40 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 40 | |
| HAMILTON
WENTWORTH | 41 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 41 | |
| | 42 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 42 | |
| | 43 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 43 | |
| | 44 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 44 | |
| | 45 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 45 | |
| | 46 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 46 | |
| ZONE TOTAL | | | | | | | | | | | | | | | | | | | | | | | | | | |
| REGION TOTAL | | | | | | | | | | | | | | | | | | | | | | | | | | |

NOTE: All numbers have been rounded to the nearest hundred. As a result, there may be some discrepancy in the column and row totals

TO :

| YORK | | | | | | | | | | | PEEL | | | | HALTON | | | | HAMILTON WENTWORTH | | | | | | ZONE | REGION | FROM |
|------|-----|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|-------|-------|-------|--------------------|-------|--------|--------|--------|--------|--------------|--------|------|
| | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | TOTAL | TOTAL | | | |
| 1 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 1 METRO | | |
| 2 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 2 TORONTO | | |
| 3 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 3 | | |
| 4 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 4 | | |
| 5 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 5 | | |
| 6 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 6 | | |
| 7 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 7 | | |
| 8 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 8 | | |
| 9 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 9 | | |
| 10 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 10 | | |
| 11 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 11 | | |
| 12 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 12 | | |
| 13 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 13 | | |
| 14 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 14 | | |
| 15 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 15 | | |
| 16 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 16 | | |
| 17 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 17 DURHAM | | |
| 18 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 18 | | |
| 19 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 19 | | |
| 20 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 20 | | |
| 21 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 21 | | |
| 22 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 22 | | |
| 23 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 23 | | |
| 24 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 24 | | |
| 25 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 25 YORK | | |
| 26 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 26 | | |
| 27 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 27 | | |
| 28 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 28 | | |
| 29 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 29 | | |
| 30 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 30 | | |
| 31 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 31 | | |
| 32 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 32 | | |
| 33 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 33 | | |
| 34 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 34 PEEL | | |
| 35 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 35 | | |
| 36 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 36 | | |
| 37 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 37 HALTON | | |
| 38 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 38 | | |
| 39 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 39 | | |
| 40 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 40 | | |
| 41 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 41 HAMILTON | | |
| 42 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 42 WENTWORTH | | |
| 43 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 43 | | |
| 44 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 44 | | |
| 45 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 45 | | |
| 46 | 100 | 500 | 1,000 | 1,500 | 2,000 | 2,500 | 3,000 | 3,500 | 4,000 | 4,500 | 5,000 | 5,500 | 6,000 | 6,500 | 7,000 | 7,500 | 8,000 | 8,500 | 9,000 | 9,500 | 10,000 | 10,500 | 11,000 | 11,500 | 46 | | |

1986 TTS O-D TRIP MATRIX FOR 46 PLANNING DISTRICTS (continued)

PURPOSE: All
 MODE: All
 PERIOD: 04/85-03/86

| TO | YORK | | | | | | | | | | | | | | | | PEEL | | HALTON | | | | HAMILTON-WENTWORTH | | | | | | ZONE | REG ON | FROM |
|----|------|----|----|----|----|----|----|----|----|----|-----|----|----|----|----|----|------|----|--------|----|----|----|--------------------|-------|-------|-------|-------|-------|-------|--------|--------------|
| | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL | |
| 1 | | | | | | | | | | | 400 | | | | | | | | | | | | | | | | | | | | 1 METRO |
| 2 | | | | | | | | | | | 900 | | | | | | | | | | | | | | | | | | | | 2 TORONTO |
| 3 | | | | | | | | | | | 800 | | | | | | | | | | | | | | | | | | | | 3 |
| 4 | | | | | | | | | | | 500 | | | | | | | | | | | | | | | | | | | | 4 |
| 5 | | | | | | | | | | | 200 | | | | | | | | | | | | | | | | | | | | 5 |
| 6 | | | | | | | | | | | 100 | | | | | | | | | | | | | | | | | | | | 6 |
| 7 | | | | | | | | | | | 300 | | | | | | | | | | | | | | | | | | | | 7 |
| 8 | | | | | | | | | | | 900 | | | | | | | | | | | | | | | | | | | | 8 |
| 9 | | | | | | | | | | | 000 | | | | | | | | | | | | | | | | | | | | 9 |
| 10 | | | | | | | | | | | 200 | | | | | | | | | | | | | | | | | | | | 10 |
| 11 | | | | | | | | | | | 300 | | | | | | | | | | | | | | | | | | | | 11 |
| 12 | | | | | | | | | | | 200 | | | | | | | | | | | | | | | | | | | | 12 |
| 13 | | | | | | | | | | | 300 | | | | | | | | | | | | | | | | | | | | 13 |
| 14 | | | | | | | | | | | 100 | | | | | | | | | | | | | | | | | | | | 14 |
| 15 | | | | | | | | | | | 100 | | | | | | | | | | | | | | | | | | | | 15 |
| 16 | | | | | | | | | | | 300 | | | | | | | | | | | | | | | | | | | | 16 |
| 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 17 DURHAM |
| 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 18 |
| 19 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 19 |
| 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 20 |
| 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 21 |
| 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 22 |
| 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 23 |
| 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 24 |
| 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 25 YORA |
| 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 26 |
| 27 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 27 |
| 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 28 |
| 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 29 |
| 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 30 |
| 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 31 |
| 32 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 32 |
| 33 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 33 |
| 34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 34 |
| 35 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 35 |
| 36 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 36 PEEL |
| 37 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 37 |
| 38 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 38 |
| 39 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 39 |
| 40 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 40 |
| 41 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 41 HAMILTON |
| 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 42 |
| 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 43 WENTWORTH |
| 44 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 44 |
| 45 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 45 |
| 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 46 |

3 700 39 300 6 100 70 500 175 000

1986 TTS O-D TRIP MATRIX FOR 46 PLANNING DISTRICTS

PURPOSE : Work
 MODE : All
 PERIOD : 24 Hour

TO :

| | | METROPOLITAN TORONTO | | | | | | | | | | | | | | | | DURHAM | | | | | | | |
|--------------------|--------|----------------------|-------|-------|-------|-------|-------|-------|--------|-------|--------|-------|--------|--------|-------|--------|-------|--------|-------|-------|-------|-------|-----|-----|-----|
| FROM | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| METRO TORONTO | 1 | 42,600 | 2,100 | 1,600 | 1,500 | 1,400 | 1,300 | 1,200 | 1,100 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 | 1,400 | 1,300 | 1,200 | 1,100 | 1,000 | 900 | 800 | 700 |
| | 2 | 34,400 | 1,700 | 1,300 | 1,200 | 1,100 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 | 200 | 100 | 100 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 |
| | 3 | 23,000 | 1,100 | 800 | 700 | 600 | 500 | 400 | 300 | 200 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 |
| | 4 | 15,200 | 700 | 500 | 400 | 300 | 200 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 |
| | 5 | 11,200 | 500 | 400 | 300 | 200 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 |
| | 6 | 35,100 | 2,000 | 1,500 | 1,400 | 1,300 | 1,200 | 1,100 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 | 200 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 |
| | 7 | 4,000 | 1,200 | 900 | 800 | 700 | 600 | 500 | 400 | 300 | 200 | 100 | 100 | 100 | 100 | 100 | 100 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 |
| | 8 | 17,200 | 3,600 | 4,900 | 2,600 | 1,000 | 600 | 300 | 13,800 | 7,000 | 3,400 | 1,000 | 400 | 800 | 100 | 300 | 100 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 |
| | 9 | 3,300 | 900 | 2,200 | 900 | 400 | 200 | 300 | 600 | 2,500 | 8,900 | 4,600 | 400 | 200 | 500 | 100 | 100 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 |
| | 10 | 7,000 | 1,200 | 6,100 | 2,300 | 1,000 | 300 | 400 | 1,600 | 3,400 | 18,400 | 2,600 | 600 | 1,300 | 100 | 100 | 800 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 |
| | 11 | 12,300 | 1,000 | 2,600 | 4,400 | 2,100 | 1,000 | 200 | 700 | 1,200 | 5,400 | 7,900 | 1,600 | 1,500 | 100 | 100 | 1,300 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 |
| | 12 | 8,200 | 600 | 900 | 2,700 | 3,200 | 600 | 600 | 600 | 1,700 | 2,700 | 3,100 | 2,200 | 200 | 100 | 2,300 | 1,000 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 |
| | 13 | 15,800 | 800 | 1,500 | 4,000 | 6,100 | 3,900 | 400 | 900 | 800 | 1,600 | 1,500 | 1,900 | 21,800 | 1,400 | 1,300 | 6,600 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 |
| | 14 | 6,100 | 300 | 400 | 1,200 | 1,200 | 1,500 | 300 | 300 | 300 | 300 | 300 | 500 | 4,400 | 1,600 | 600 | 1,700 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 |
| | 15 | 5,900 | 200 | 600 | 900 | 1,600 | 1,100 | 100 | 300 | 400 | 500 | 600 | 700 | 5,800 | 600 | 2,600 | 3,000 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 |
| 16 | 14,000 | 400 | 1,400 | 4,000 | 5,900 | 2,400 | 200 | 800 | 800 | 2,200 | 2,600 | 3,100 | 12,000 | 600 | 800 | 10,300 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 | |
| DURHAM | 17 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 1,400 | 1,300 | 1,200 | 1,100 | 1,000 | 900 | 800 | 700 | |
| | 18 | 300 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 | |
| | 19 | 200 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 | |
| | 20 | 3,600 | 400 | 400 | 600 | 600 | 300 | 100 | 200 | 300 | 400 | 700 | 2,600 | 200 | 400 | 1,600 | 1,600 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | |
| | 21 | 2,100 | 100 | 200 | 400 | 700 | 200 | 100 | 100 | 100 | 100 | 300 | 1,300 | 100 | 400 | 800 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 | |
| | 22 | 1,300 | 100 | 100 | 400 | 300 | 200 | 100 | 100 | 100 | 100 | 300 | 1,100 | 100 | 200 | 400 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 | |
| | 23 | 1,400 | 200 | 300 | 700 | 200 | 100 | 100 | 100 | 100 | 100 | 200 | 1,000 | 100 | 200 | 900 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 | |
| | 24 | 400 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 | |
| YORK | 25 | 400 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 | |
| | 26 | 300 | 100 | 200 | 200 | 100 | 100 | 100 | 100 | 100 | 200 | 200 | 100 | 100 | 100 | 100 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 | |
| | 27 | 900 | 100 | 100 | 300 | 200 | 100 | 100 | 200 | 200 | 600 | 500 | 300 | 300 | 100 | 100 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 | |
| | 28 | 900 | 100 | 300 | 200 | 100 | 100 | 100 | 200 | 200 | 400 | 300 | 100 | 300 | 100 | 100 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 | |
| | 29 | 2,000 | 200 | 500 | 800 | 600 | 200 | 200 | 300 | 1,300 | 200 | 400 | 500 | 500 | 500 | 500 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 | |
| | 30 | 400 | 100 | 100 | 100 | 200 | 100 | 100 | 100 | 100 | 200 | 100 | 200 | 300 | 100 | 100 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 | |
| | 31 | 7,000 | 400 | 1,000 | 2,100 | 2,300 | 700 | 300 | 500 | 600 | 1,600 | 2,600 | 2,200 | 3,800 | 100 | 300 | 2,600 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | |
| | 32 | 400 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 | |
| | 33 | 3,300 | 300 | 2,100 | 1,300 | 400 | 200 | 100 | 600 | 1,700 | 3,600 | 1,200 | 400 | 600 | 100 | 100 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 | |
| | 34 | 500 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 | |
| PEEL | 35 | 4,000 | 400 | 1,000 | 1,100 | 600 | 100 | 900 | 900 | 4,800 | 3,300 | 600 | 200 | 500 | 100 | 100 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 | |
| | 36 | 21,100 | 1,300 | 4,100 | 3,000 | 2,700 | 800 | 5,500 | 13,100 | 8,600 | 3,600 | 1,300 | 400 | 1,300 | 100 | 200 | 500 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | |
| | 37 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 | |
| HALTON | 38 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 | |
| | 39 | 5,400 | 100 | 200 | 600 | 300 | 100 | 400 | 1,300 | 600 | 200 | 100 | 100 | 100 | 100 | 100 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 | |
| | 40 | 2,900 | 100 | 200 | 300 | 100 | 100 | 300 | 800 | 400 | 300 | 100 | 100 | 100 | 100 | 100 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 | |
| HAMILTON-WENTWORTH | 41 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 | |
| | 42 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 | |
| | 43 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 | |
| | 44 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 | |
| | 45 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 | |
| | 46 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 1,000 | 900 | 800 | 700 | 600 | 500 | 400 | 300 | |
| ZONE TOTAL | | | | | | | | | | | | | | | | | | | | | | | | | |
| REGION TOTAL | | | | | | | | | | | | | | | | | | | | | | | | | |

NOTE: All numbers have been rounded to the nearest hundred. As a result, there may be some discrepancy in the column and row totals

1986 TTS O-D TRIP MATRIX FOR 46 PLANNING DISTRICTS (continued)

PURPOSE : Work
MODE : All
PERIOD : 24 Hour

TO :

[illegible]

1986 TTS O-D TRIP MATRIX FOR 46 PLANNING DISTRICTS

PURPOSE :
 MODE :
 PERIOD :

| FROM | | TO | | | | | | | | | | | | | | | DURHAM | | | | | | | | | |
|-----------------------|----|----------------------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|--------|-----|-------|----|----|-------|-------|--------|----|----|
| | | METROPOLITAN TORONTO | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | |
| METRO
TORONTO | 1 | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| | 2 | | | | | | | | | | | | | | | | 100 | | | | | | | | | 2 |
| | 3 | | | | | | | | | | | | | | | | | | | | | | | | | 3 |
| | 4 | | | | | | | | | | | | | | | | 100 | | | | | | | | | 4 |
| | 5 | | | | | | | | | | | | | | | | 200 | | | | | | | | | 5 |
| | 6 | | | | | | | | | | | | | | | | 300 | | | | | | | | | 6 |
| | 7 | | | | | | | | | | | | | | | | 100 | | | | | | | | | 7 |
| | 8 | | | | | | | | | | | | | | | | 100 | | | | | | | | | 8 |
| | 9 | | | | | | | | | | | | | | | | 100 | | | | | | | | | 9 |
| | 10 | | | | | | | | | | | | | | | | | | | | | | | | | 10 |
| | 11 | | | | | | | | | | | | | | | | | | | | | | | | | 11 |
| | 12 | | | | | | | | | | | | | | | | | | | | | | | | | 12 |
| | 13 | | | | | | | | | | | | | | | | | | | | | | | | | 13 |
| | 14 | | | | | | | | | | | | | | | | | | | | | | | | | 14 |
| | 15 | | | | | | | | | | | | | | | | | | | | | | | | | 15 |
| | 16 | | | | | | | | | | | | | | | | | | | | | | | | | 16 |
| DURHAM | 17 | | | | | | | | | | | | | | | | | | | | | | | | | 17 |
| | 18 | | | | | | | | | | | | | | | | | | 100 | | | 100 | | | | 18 |
| | 19 | | | | | | | | | | | | | | | | | 600 | | | | 100 | | | | 19 |
| | 20 | | | | | | | | | | | | | | | | | 100 | 1 000 | | | 100 | 200 | 1 100 | | 20 |
| | 21 | | | | | | | | | | | | | | | | | | | | | 700 | 200 | 6 000 | | 21 |
| | 22 | | | | | | | | | | | | | | | | | | | | | 2 400 | 300 | 700 | | 22 |
| | 23 | | | | | | | | | | | | | | | | | | | | | 100 | 3 200 | 2 700 | | 23 |
| | 24 | | | | | | | | | | | | | | | | | | | | | 2 000 | 3 800 | 18 400 | | 24 |
| | 25 | | | | | | | | | | | | | | | | | | | | | 100 | | | | 25 |
| YORK | 26 | | | | | | | | | | | | | | | | | | | | | | | | | 26 |
| | 27 | | | | | | | | | | | | | | | | | | | | | | | | | 27 |
| | 28 | | | | | | | | | | | | | | | | | | | | | | | | | 28 |
| | 29 | | | | | | | | | | | | | | | | | | | | | | | | | 29 |
| | 30 | | | | | | | | | | | | | | | | | | | | | | | | | 30 |
| | 31 | | | | | | | | | | | | | | | | | | | | | | | | | 31 |
| | 32 | | | | | | | | | | | | | | | | | | | | | | | | | 32 |
| | 33 | | | | | | | | | | | | | | | | | | | | | | | | | 33 |
| | 34 | | | | | | | | | | | | | | | | | | | | | | | | | 34 |
| PEEL | 35 | | | | | | | | | | | | | | | | | | | | | | | | | 35 |
| | 36 | | | | | | | | | | | | | | | | | | | | | | | | | 36 |
| | 37 | | | | | | | | | | | | | | | | | | | | | | | | | 37 |
| HALTON | 38 | | | | | | | | | | | | | | | | | | | | | | | | | 38 |
| | 39 | | | | | | | | | | | | | | | | | | | | | | | | | 39 |
| | 40 | | | | | | | | | | | | | | | | | | | | | | | | | 40 |
| | 41 | | | | | | | | | | | | | | | | | | | | | | | | | 41 |
| HAMILTON
WENTWORTH | 42 | | | | | | | | | | | | | | | | | | | | | | | | | 42 |
| | 43 | | | | | | | | | | | | | | | | | | | | | | | | | 43 |
| | 44 | | | | | | | | | | | | | | | | | | | | | | | | | 44 |
| | 45 | | | | | | | | | | | | | | | | | | | | | | | | | 45 |
| | 46 | | | | | | | | | | | | | | | | | | | | | | | | | 46 |
| ZONE TOTAL | | 268 000 | 2 | | | | | | | | | | | | | | | | | | | | | | | |
| REGION TOTAL | | | | | | | | | | | | | | | | | | | | | | | | | | |

NOTE All numbers have been rounded to the nearest hundred. As a result, there may be some discrepancy in the column and row totals.

1986 TTS O-D TRIP MATRIX FOR 46 PLANNING DISTRICTS (continued)

PURPOSE : Work
 MODE : All
 PERIOD : 6 to 9 AM

TO

| | YORK | | | | | | | | | | | | | | | PEEL | | HALTON | | HAMILTON-WENTWORTH | | | | | | ZONE | REG-ON | FROM |
|----|------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|------|----|--------|----|--------------------|----|----|-------|-------|--|------|--------|------|
| | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | TOTAL | TOTAL | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 39 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

1986 TTS O-D TRIP MATRIX FOR 6 REGIONS

PURPOSE : All
 MODE : All
 PERIOD : 24 Hour

| FROM | TO | | | | | | REGION
TOTAL |
|-----------------------|------------------|--------|------|------|---------|-----------------------|-----------------|
| | METRO
TORONTO | DURHAM | YORK | PEEL | HALTON | HAMILTON
WENTWORTH | |
| METRO TORONTO | | | | | | | |
| DURHAM | | | | | | | |
| YORK | | | | | 2 400 | 800 | 658 200 |
| PEEL | | | | | 44 500 | 7 200 | 1 087 200 |
| HALTON | | | | | 429 700 | | |
| HAMILTON
WENTWORTH | | | | | | | |
| REGION TOTAL | | | | | | | |

1986 TTS O-D TRIP MATRIX FOR 6 REGIONS

PURPOSE : All
 MODE : All
 PERIOD : 6 to 9 AM

| FROM | TO | | | | | | REGION
TOTAL |
|-----------------------|------------------|--------|------|------|--------|-----------------------|-----------------|
| | METRO
TORONTO | DURHAM | YORK | PEEL | HALTON | HAMILTON
WENTWORTH | |
| METRO TORONTO | | | | | | | |
| DURHAM | | | | | | | |
| YORK | | | | | | | |
| PEEL | | | | | | | |
| HALTON | | | | | | | |
| HAMILTON
WENTWORTH | | | | | | | |
| REGION TOTAL | | | | | | | |

NOTE: All numbers have been rounded to the nearest hundred. As a result, there may be some discrepancy in the column and row totals.

1986 TTS O-D TRIP MATRIX FOR 6 REGIONS

PURPOSE : Work

MODE : All

PERIOD : 24 Hour

| FROM | TO | | | | | | REGION
TOTAL |
|-----------------------|------------------|--------|---------|---------|--------|-----------------------|-----------------|
| | METRO
TORONTO | DURHAM | YORK | PEEL | HALTON | HAMILTON
WENTWORTH | |
| METRO TORONTO | 11,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 16,000 |
| DURHAM | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 6,000 |
| YORK | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 6,000 |
| PEEL | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 6,000 |
| HALTON | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 6,000 |
| HAMILTON
WENTWORTH | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 6,000 |
| REGION TOTAL | 1,034,800 | 93,400 | 129,500 | 219,300 | 82,300 | 137,300 | 1,696,600 |

1986 TTS O-D TRIP MATRIX FOR 6 REGIONS

PURPOSE : Work

MODE : All

PERIOD : 6 to 9 AM

| FROM | TO | | | | | | REGION
TOTAL |
|-----------------------|------------------|--------|-------|-------|--------|-----------------------|-----------------|
| | METRO
TORONTO | DURHAM | YORK | PEEL | HALTON | HAMILTON
WENTWORTH | |
| METRO TORONTO | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 6,000 |
| DURHAM | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 6,000 |
| YORK | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 6,000 |
| PEEL | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 6,000 |
| HALTON | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 6,000 |
| HAMILTON
WENTWORTH | 1,000 | 1,000 | 1,000 | 1,000 | 12,100 | 1,000 | 16,100 |
| REGION TOTAL | 6,000 | 6,000 | 6,000 | 6,000 | 19,100 | 6,000 | 51,100 |

NOTE: All numbers have been rounded to the nearest hundred. As a result, there may be some discrepancy in the column and row totals.

LIST OF PUBLICATIONS

Number Title of Publication

- 1 The Transportation Tomorrow Survey: Design and Conduct of the Survey (December 1987)
- 2 The Transportation Tomorrow Survey: Data Validation (August 1988)
- 3 The Transportation Tomorrow Survey: Version 2.2 Data Guide (August 1988)
- 4 The Transportation Tomorrow Survey: An Overview of Travel Characteristics in the Greater Toronto Area (December 1988)
- 5 The Transportation Tomorrow Survey: Travel Survey Summary for the Greater Toronto Area (June 1989)
- 6 The Transportation Tomorrow Survey: Trip Diary Survey Analysis (January 1990)
- 7 The Transportation Tomorrow Survey: Trip Diary Survey Data Guide Version 1.1. (January 1990)
- 8 Developing Transportation Networks using Area Master Files and AutoCad (July 1989)
- 12 Transportation Tomorrow Survey Version 3 Data Guide (March 1990)
- 13 1989 Greater Toronto Area Zone Boundaries (March 1990)
- 14 1979 Tarms Zone Boundaries (March 1990)
- 15 Updating Transportation Tomorrow Survey Data to Version 3 (April 1990)
- 16 Analysis of Transportation Tomorrow Survey Data Bias: Due to Use of Informants (April 1991)
- 17 Greater Toronto Area Road Network Coding Manual (April 1991)

Number Title of Publication

- 19 Transportation Tomorrow Survey Data Retrieval System User's Manual (May 1991)
- 22 Zone Boundary Aggregation Procedure User's Manual (October 1991)
- 24 Mode Choice Behaviour in the Greater Toronto Area: Analysis of 1986 Transportation Tomorrow Survey Data (June 1992)
- 25 1991 Transportation Tomorrow Survey: Data Guide - Version 2.1 (June 1993)
- 26 1991 Transportation Tomorrow Survey: Design and Conduct of the Survey (October 1992)
- 27 1991 Transportation Tomorrow Survey: 1991 Synthesized Trip Matrices Version 1.0 - Data Guide (February 1993)
- 28 Data Management Group Annual Report (September 1992)
- 29 1991 Transportation Tomorrow Survey Seminar: Preliminary Comparisons with 1986 (August 1992)
- 30 The Use of Direct Data Entry for Travel Surveys (August 1993)
- 31 A Summary of Changes in the Travel Characteristics of the Greater Toronto Area, 1986 to 1991 (December 1992)
- 32 Under-reporting of Trips in Telephone Interview Travel Surveys (January 1993)
- 36 1991 Transportation Tomorrow Survey: Preliminary Comparison of Changes between 1986 and 1991 by Regional Municipality (November 1992)
- 42 1991 Transportation Tomorrow Survey: Version 3.0 Data Guide (October 1993)

